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MOTORSPORT NEWS

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**MOTORSPORT
NEWS**

Your introduction to the wide world of competition

GETTING STARTED IN MOTORSPORT



RALLY
RALLYING NEWS

CIRCUITS

**GETTING STARTED IN MOTORSPORT -
Debunking the myths to
participation: 13-page insight**

By Graham Kellioh
At Motorsport News we seek to not just report on motorsport, but also be active in promoting its safety and health. And there are few clearer signs of health than lots of people taking part.
This is when MN's annual Getting Started in Motorsport supplement comes in. It seeks to help you get involved in competition yourself, and this year we look at a wide range of motorsport disciplines that are out there in the UK.
We explore specifically how you can start out in rallying, rallycross, short track, karting and historic racing, as well as, for modern car circuit racing, the more challenging options where you can race from the tender age of 14. While, on the safety side, we also outline how you can establish a career in motorsport marketing and PR.
As ever we seek to remove the mystery and offer helpful assistance for



Russian driver and Barwell entry in limbo after Ukraine invasion leads to Motorsport UK ban

MACHITSKI BRITISH GT TITLE DEFENCE DOUBT AFTER RUSSIA BAN



By Graham Kellioh

Reigning British GT champions Leo Machitski and Dennis Lind's title defence has been thrown into doubt after Motorsport UK banned Russian and Belarusian-licensed drivers from UK competition.

The UK governing body's move, following Russia's invasion of Ukraine, goes beyond the FIA's that only requires participation under a neutral flag.

Amateur driver Machitski has a Russian licence, which he is now unable to compete with in the UK, though he holds a British passport, grew up in London, and has dual citizenship. He is entered to defend his British GT championship this year, remaining in a Barwell Lamborghini with Lind, and their entry fee is paid. Machitski could in theory race with a non-Russian licence.

Machitski is currently in Moscow, his main place of residence, and it is also unclear whether he would be able to travel to the UK, or indeed the extent he would be inclined to do so amid current circumstances.

Full story, page 4



British GT winner faces sanction

THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

RETRO

HOW TO LEAVE A ONE- MAKE MARK

We look at single-marque
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MN POLL!

THE STAR CARS ON THE RALLY STAGES

Help us pick out the
most-loved machines p38



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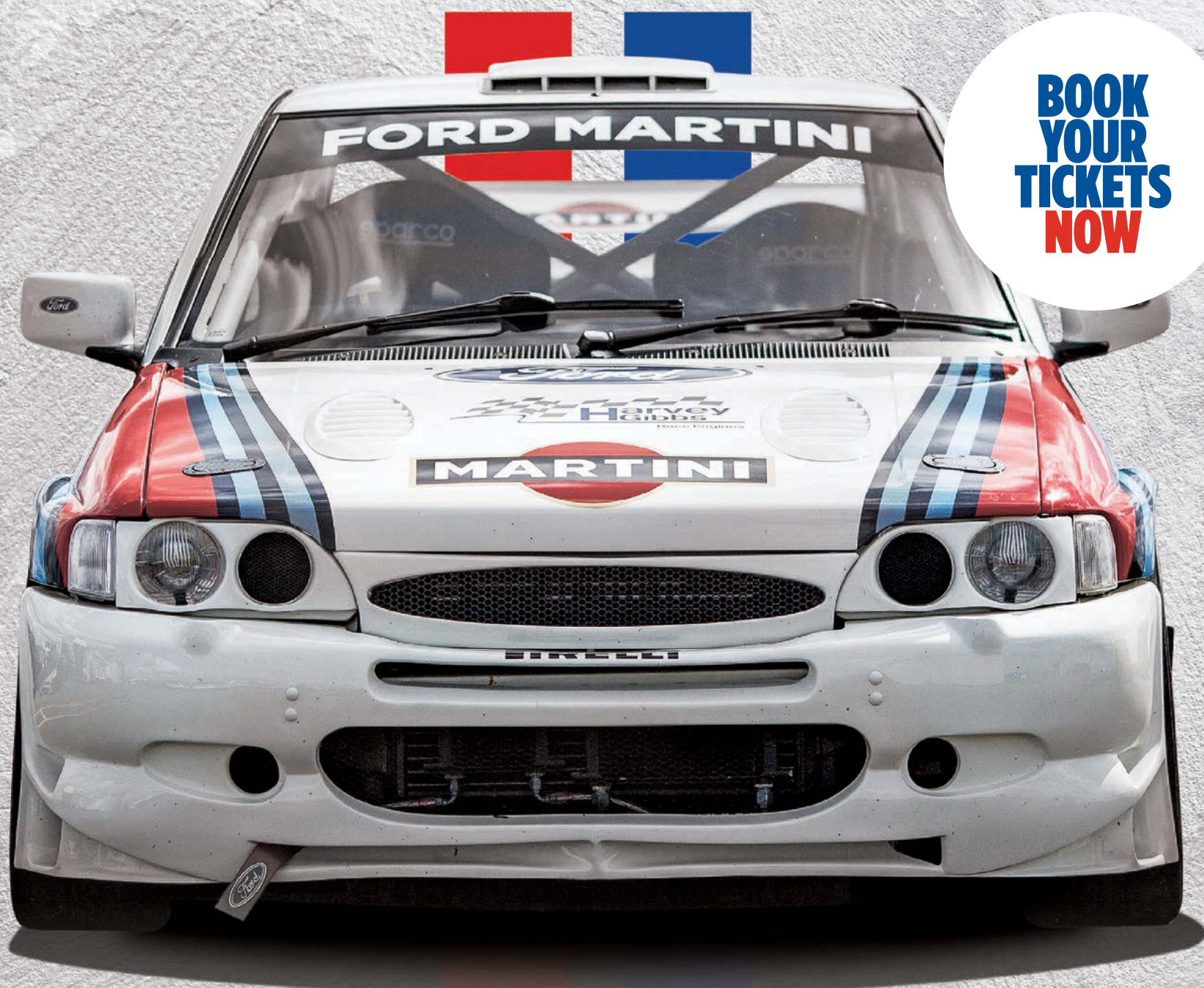
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COMMENT

Photo: Kevin Money, mkpics.net, Motorsport Images, Jakob Ebrey



Nikita Mazepin and the Haas team have come under spotlight after Russian invasion

PUTTING SPORT IN PERSPECTIVE

Anyone who has seen the news over the last two weeks will realise that there are more pressing problems facing the world right now than simply trying to stop a stopwatch more effectively than another competitor.

Russian competitors across all branches of the sporting sphere have come under scrutiny and each discipline has taken its own steps to show solidarity with Ukraine and its people. Motorsport UK has taken a leading approach by barring Russian and Belarus participants and its swift and decisive action is something that has drawn universal praise. F1's decision to rip up its contract to race in Russia means grand prix racing has turned its back on a lucrative deal. Some things mean way much more than money, and it is heartening to see the level of support for the people of Ukraine that is evident.

In this special issue of Motorsport News, we look at ways potential drivers can get involved in motorsport throughout the broad spectrum of different categories that are on offer.

As a reader of MN, you are probably involved in the sport or, at least, have a strong working knowledge of how it operates. But for the rookie, the myriad options can be somewhat daunting.

Across each of the areas we have highlighted, there is a common piece of advice which permeates all of them, and that is to go and speak to a competitor. Everyone who is involved in motorsport loves to chew over its complexities and share a passion, and that is something to be remembered when a novice might make an approach. It is in all of our interests to spread the word of motorsport as far and wide as we can, and it is something that will help encourage the next generation.

Also in Motorsport News this week, we look back at the colourful and varied world of one-make racing in the UK. Even from the unlikely sporting thrills of the Renault 5Ts through to the powerhouse that was the TVR Tuscan Challenge. David Addison investigates some of the big successes – and some of the more spectacular failures.

Reporter Nick Garton on page 40 looks ahead to the start of the BTRDA Rally Series, and we also include all the action from the opening round of the Scottish Rally Championship.

And finally, don't forget to get involved in the latest Motorsport News poll as we set out to uncover our readers' favourite rally machine. We have printed our shortlist of 10 on pages 38-39. Check them out and have your say by visiting the fastcar.co.uk website. Get pondering!

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MOTORSPORT NEWS

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Russian competitors under pressure

War in Ukraine leaves Russian competition drivers in doubt on 2022



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We run through all you need to know about taking the plunge

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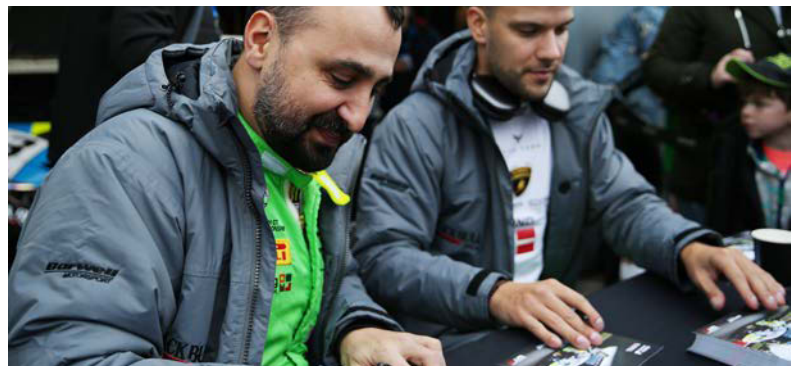
We trace the good and the bad of the single-marque history books in Britain

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MNpoll: favourite rally car opinions sought...

RACING NEWS



Leo Machitski (left) now has uncertain plans on his racing for 2022



MOTORSPORT UK boss David Richards

RUSSIAN COMPETITORS BANNED FROM ALL UK MOTORSPORT

MOTORSPORT UK goes beyond the FIA's measures by barring drivers and teams from competition

By Graham Kellion

All Russian and Belarusian-licensed drivers, teams and officials have been banned from participating in UK motorsport events by Motorsport UK in response to Russia's invasion of Ukraine.

The UK governing body's move last week went beyond the previous day's announced FIA measures, which stopped short of the International Olympic

Committee recommendation to prevent all participation by Russian and Belarusian athletes and officials in international competitions, and allowed them to participate in a neutral capacity under the "FIA flag".

MOTORSPORT UK chair David Richards said: "It is our duty to use whatever influence and leverage we might have to bring this wholly unjustified invasion of Ukraine to a halt. We would encourage the motorsport community and our

colleagues around the world to fully embrace the recommendations of the International Olympic Committee and do whatever we can to end this war."

The move has left in apparent limbo reigning British GT champion Leo Machitski's planned title defence this year alongside Dennis Lind in a Barwell Lamborghini, as Machitski competes with a Russian racing licence. Machitski holds dual British-Russian citizenship and a British passport, went to school in

the UK and has raced in this country since the mid 2000s. He is currently based in his main residence of Moscow.

● Russian sportscar outfit G-Drive Racing has also seemingly withdrawn from this year's World Endurance Championship and Le Mans 24 Hours after its team principal Roman Rusinov announced on Instagram he is refusing to accept the FIA's new conditions for Russian competitors to participate in international motorsport.



Putin (l) was a major player in bringing Formula 1 to Sochi in 2014

FORMULA 1 RIPS UP SOCHI'S GRAND PRIX CONTRACT

Formula 1 will no longer race in Russia after the sport's bosses tore up a long-term deal with the country to host a grand prix.

The Russian Grand Prix has been on the calendar since 2014, when the country's president Vladimir Putin was instrumental in bringing the event to Sochi, on a circuit that runs through the old Olympic Park.

Bosses of the race had signed a

long-term deal to host the race, and it was due to move to a Putin's hometown of St Petersburg in 2023 to a new purpose-built circuit called Igora Drive.

In a brief statement, Formula 1 said: "Formula 1 can confirm it has terminated its contract with the Russian Grand Prix promoter. It means that Russia will no longer have a race in the future."

MAZEPIN LOSES SEAT WITH HAAS FORMULA 1 TEAM

The Haas Formula 1 team has terminated its deal with driver Nikita Mazepin for the 2022 season and is seeking a replacement.

The US-owned team has also cut ties with title sponsor Uralkali in the wake of Russia's invasion of Ukraine on February 24.

A short statement from the team read: "Haas F1 team has elected to terminate, with immediate effect, the title partnership of Uralkali, and the driver contract of Nikita Mazepin."

"As with the rest of the Formula 1 community, the team is shocked and saddened by the invasion of Ukraine

and wishes for a swift and peaceful end to the conflict."

The driver, whose father Dimitry has links to Russian president Vladimir Putin, has said he was prepared to adhere to any conditions imposed – including the FIA's insistence that any Russian drivers compete as 'neutral' racers.

Team boss Gunther Steiner has yet to settle on a replacement for Mazepin, although its current test and reserve driver Pietro Fittipaldi is tipped to land the role. Former Haas driver Romain Grosjean, and F2 runners Jehan Daruvala and Oscar Piastri are also in the frame.



Mazepin will be replaced in the cockpit of the Haas VF-22 in 2022



Lukyanuk has said he will not compete again until the war is over

RALLY MEN FORCED TO AXE 2022 PLANS DUE TO INVASION

Two of Russia's best rally drivers, Nikolay Gryazin and Alexey Lukyanuk, are facing spells on the sidelines as a direct result of the Ukrainian invasion.

Gryazin had been due to contest this weekend's European championship opener in Fafe, primarily to practice for Portugal's World round in May, but withdrew last week.

MOTORSPORT NEWS understands this was in response to death threats he received on

social media during last month's Rally Sweden where he was competing in the WRC2 category.

The 24-year-old, who was born in Moscow to a Russian father and Bulgarian mother but now lives in France, having been based in Latvia for several years, actually competes with a Latvian licence. He also flies the country's flag when competing at sub-WRC level in line with FIA rules which require drivers to

display the flag of the country that holds their competition licence.

Gryazin normally contests in excess of 20 events each year but is unlikely to compete again until next month's Croatia Rally.

Lukyanuk, whose co-driver Alexey Arnautov's wife is half-Ukrainian, has vowed not to compete until the conflict ends.

"We vote for peace," Lukyanuk wrote on Facebook. "While people keep dying, there would be no rallies for us."

TIN-TOPS MISS OUT RUSSIAN TRIP THIS SEASON

The WTCR – FIA World Touring Car Cup is unlikely to return to Russia this year following promoter Discovery Sports Events' decision to axe the planned Sochi rounds in August.

Discovery had a long-term agreement with local promoter Rosgonki, the same organisation behind the Russian Grand Prix. It was in discussion with Russian bank VTB over a significant event sponsorship deal and was also negotiating with Lada over a factory entry for the second year running.

A statement from the Paris-based firm read: "Discovery Sports Events confirms in the current circumstances it is not possible to hold WTCR Race of Russia. The thoughts of the entire WTCR family are with all those suffering."

Sochi produced two of last season's best WTCR races with Briton Rob Huff winning the second counter in November. The Black Sea venue was also stripped of the FIA International Drifting Cup, due to take place in June.

RALLYCROSS YET TO MAKE FIRM DECISION

The European Rallycross Championship will commence in Hungary in May, while the World Rallycross Championship won't get underway until July in Sweden, which will give series organiser Rallycross Promoter time to consider its stance on Russian and Belarusian drivers.

Like Motorsport UK, the Swedish, Latvian and German ASNs have announced that they will not permit drivers from Russia or Belarus to compete in their events, all three hosting rounds of World RX this year.

Although no Russian drivers competed full-time in World RX in 2021, Euro RX3 champion Yuri Belevskiy raced in the final double-header of the season at the Nurburgring.

World RX round-winner Timur Timerzyanov was absent from the series for the first time since 2014 last year, but is known to be interested in making a return, while Belevskiy was one of three Russian drivers to compete in a full RX3 (Super1600 campaign), joined by Marat Knyazev and Timur Shigaboudinov. While Belevskiy has stated his intention to progress from RX3 to four-wheel-drive competition Shigaboudinov and Knyazev were understood to be planning to return to Euro RX3 this year.

RACING NEWS



Parfitt will drive Infiniti

PARFITT ON SONG WITH TEAM HARD BTCC DEAL

British GT title winner Rick Parfitt will return to the British Touring Car Championship in 2022 at the wheel of a Team Hard-run Infiniti Q50.

Musician Parfitt joined the BTCC last term in an Excelr8 Trade Price Cars Racing Hyundai i30 N and finished seventh in the hunt for the Jack Sears Trophy for drivers who hadn't previously claimed a podium result.

The 47-year-old tested the rear-wheel-drive Team Hard Infiniti recently and said the mileage persuaded him to ink the deal. He said: "The return to rear-wheel drive will be a quick relearning process for me, but I drove the car a few weeks ago and I felt comfortable immediately."

"I hope that I can reward the team [and] my sponsors and supporters with a strong haul of points across the season, but most of all I'm really looking forward to seeing all the BTCC fans again."

OBITUARY

Danny Ongais 1942-2022



Ongais: Indy 500 hero

Former Formula 1 and IndyCar racer Danny Ongais died last week aged 79.

The Hawaiian driver took part in four grands prix between 1977 and 1978 with the Interscope Racing Penske and Ensign teams. His best result was in the Canadian GP in 1977, when he came seventh.

He was best known for his single-seater exploits in the USA. He was a race winner in USAC in 1977 and 1979 and took part in 11 Indy 500 races. His best result was fourth in 1979. That same season, he had shared a Porsche 935 with Hurley Haywood and Ted Field to claim outright glory at the 24 Hours of Daytona.

VERSTAPPEN TO REMAIN WITH RED BULL THROUGH TO 2028

World champion commits his future to Milton Keynes outfit



Verstappen: New Red Bull contract

By Matt James

World champion Max Verstappen has signed a five-year deal to remain with the Red Bull Racing team until the end of 2028 – a move that team boss Christian Horner says is a "statement of intent".

Dutchman Verstappen was committed to the team until the end of 2023 but has inked an agreement for an extra five seasons after that.

The 24-year-old driver said: "I really enjoy being part of Red Bull Racing, so choosing to stay to the 2028 season was an easy decision. I love this team and last year was simply incredible. Our goal since we came together in 2016 was to win the championship and we have done that, so now it's about keeping the



Horner: happy with future

number one on the car long-term."

Red Bull is setting up its own powertrain division this season as Honda begins to move out of F1, and the team has been linked to a new partnership with the Volkswagen Group.

Red Bull boss Horner said: "To have Max signed with Red Bull through to the end of 2028 is a real statement of intent."

"With the Red Bull Powertrains division working towards the new engine regulations for 2026 we wanted to make sure we had the best driver on the grid secured for that car."

McLAREN TO FOCUS ON YOUNG DRIVER F1 TEST PROGRAMME

McLaren boss Zak Brown says he wants to take advantage of Formula 1's more open testing rules in 2022 and help prepare racers for a graduation to grand prix racing.

A regulation tweak means that teams will be able to run last year's chassis in test sessions. McLaren's protege, Mexican IndyCar racer, Pat O' Ward, will run the MCL35

in testing and is also expected to run in some of the 2022 free practice sessions on grand prix weekends. O' Ward drove for McLaren at the end-of-season young driver test in Abu Dhabi last year.

Brown has also hinted that IndyCar racer Colton Herta was under consideration.

Brown said: "When and if someone goes into F1, it's going to be more about what

they do in the F1 car, so that's why we need to test."

"It's not necessarily about winning [in IndyCar], it would be about the F1 testing, comparing them to [McLaren's regular drivers] Lando [Norris] and Daniel [Ricciardo] and other drivers. That would be the driver of whoever we'd put in our F1 car whenever a seat became available."



O' Ward will get more chances to drive a McLaren F1 machine



Drivers have asked for Jeddah tweaks

JEDDAH REVAMP AHEAD OF SECOND GRAND PRIX

Track bosses in Saudi Arabia will introduce some significant alterations to the circuit ahead of the second grand prix at Jeddah on March 27.

The high-speed track hosted its first Formula 1 race in December last year and drew some complaints from racers about the lack of sight lines through some of the turns.

Visibility will be improved

in four sections of the track including the second and third turns, and barriers will also be pushed back by up to two metres at some points to give a greater run-off area.

Other alterations have been requested by the racers themselves. In a statement, the Saudi Motorsport Company, which runs the venue, said: "Further modifications will also be made to Turn 4, Turn

16, Turn 22 and Turn 24 after consultation with the drivers, who requested a smoother barrier on the apex so that they can potentially brush it as they pass. To accommodate this, the SMC is installing a steel plate which will effectively wrap around the concrete barriers, giving them the smooth surface they require to favour the lines the drivers take around the course."

BRAND NEW LOOK FOR EXCELR8 BTCC ATTACK



Tom Ingram and Tom Chilton will race refreshed Excelr8 Motorsport Hyundai i30 Ns in this year's British Touring Car Championship after securing new backing from car dealer Bristol Street Motors. "It's really exciting to have Bristol Street Motors onboard again for the 2022 season," said Ingram. "It's great that an established automotive brand wants to be involved with the excitement of the BTCC and can see the value of all the hard work that we are putting in." The championship kicks off at Donington Park on April 23-24.



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RACING NEWS

CHAMPION CAROLINE IN
BRITISH GT RAM MERCEDES

Multiple champion continues partnership with Ferguson for “most important year” to hunt for the title in British GT’s frontrunning GT3



Ferguson and Caroline paired in '21

Photos: Jakob Ebrey, Jon Elsey,



RAM GT3 Mercedes has fresh look for title hunt

By Graham Kellioh

British GT champion Jamie Caroline will get his long-awaited step to the championship's frontrunning GT3 contest this year alongside John Ferguson in a RAM Racing Mercedes-AMG.

British Formula 4 and Ginetta Junior champion Caroline, 23, won 2020's British GT4 crown alongside Dan Vaughan in a TF Sport Aston Martin. Am driver Ferguson, 48, made his British GT debut last year in a GT4 Speedworks Toyota Supra, and Caroline joined him for the year's final two meetings.

The pair will race alongside Ian Loggie and Jules Gounon at RAM and have a pre-season testing programme in mainland

Europe and the UK.

Caroline said: "I'd go as far as saying that this is the most important year of my career yet. I've been trying to get into GT3 for the last few years and I'm ready to grab this chance with both hands. I know that to achieve what I want to, which is to become a factory driver, I need to show what I can do at the highest level, and I know I've got the right team and the right car to do that this year. I believe I'm at a point in my career where I have to go into each year with my eyes on the title."

Ferguson added: "I learned so much from my first year of British GT, and we were up against it with the programme – brand-new car, me new to British GT, and two different team-mates. The points table doesn't really reflect how strong we actually were."

IN BRIEF

Lind gets award

Reigning British GT champion Dennis Lind was presented with the latest Allan Simonsen Award at GT promoter SRO's 2021 awards last Friday. The trophy is won by a driver considered to embody the speed and spirit of Lind's late Danish countryman Simonsen, who lost his life at the Le Mans 24 Hours in 2013.

George's gong

The George Russell Pole Position Cup will be awarded in this year's inaugural GB4 championship. Formula 1 star Russell in 2014 won the BRDC Formula 4 championship, a GB3 predecessor, plus its Jack Cavill Pole Position Cup. He has agreed with award founder John Cavill to put his name to GB4's equivalent pole prize.

Fitzgerald in F4

Irish karting graduate Adam Fitzgerald has joined Argenti's British Formula 4 driver line-up for 2022, joining the already announced Daniel Guinchar and Aiden Neate. Fitzgerald said: "Pre-season testing has been going well with the team and I've been kept busy learning the British tracks and the new car."

FF1600 STAR MILLS
JR STEPS TO GB4

Promising Formula Ford frontrunner Tom Mills will make his slicks-and-wings racing debut in the new GB4 championship this year with his dad's Kevin Mills Racing outfit.

Mills Jr made his car racing debut with the team, having just turned 16 years of age, in the National Formula Ford championship last year, and was an immediate frontrunner. Mills also was a pacesetter at 2021's end-of-year Formula Ford Festival and Walter Hayes Trophy, including in the former setting the fastest qualifying time out of 97 drivers.

Successful Formula Ford outfit KMR adds GB4 to its racing itinerary this year and Kevin Mills told Motorsport News late last year he was hopeful of having Tom in one of the seats.

Tom Mills said: "It's a steep learning curve moving to a car with slicks and wings after racing Formula Ford last season, but so far testing has gone very well."

Kevin added: "We're working hard to secure a second driver so we can collaborate and share data between the two, and achieve our goal of having both cars at the front of the grid."



Father and son step to GB4

HEDLEY SEEKS GB3 TITLE WITH ELITE

British Formula 4 race-winner James Hedley is aiming for this year's GB3 championship after stepping up to race full-time in the category this season with Elite Motorsport.

Hedley led British F4's standings for much of last season, though his campaign faltered in its second half after switching from the Fortec team to Carlin. Hedley was many people's pre-season British F4 title favourite after winning four British F4 races with JHR in 2020.

The 18-year-old also last year made his GB3 debut with Elite in Donington Park's season-closer meeting. Hedley

in addition won 2019's Ginetta Junior championship with the team.

Hedley said: "My goal is to be the 2022 GB3 champion. Elite is a great team and with our previous history together it was no surprise that I felt right at home – almost like I'd never left."

"GB3 is a series that continues to grow, with big grids making it very competitive, which I like. The new car is awesome and is very fast because of the extra aero."

Hedley's confirmation means just six vacant GB3 seats remain ahead of next month's Oulton Park opener.



Hedley is back with Elite team for a championship assault in GB3

ABBA TAKE A CHANCE
ON NEW COLOURS

British GT frontrunner outfit Team Abba Racing unveiled its new livery for 2022 at a sodden test at Oulton Park last week. The team's Mercedes-AMG GT3, piloted by father-and-son duo Richard and Sam Neary, retains its trademark green-and-black colours but now in a new design. Neary Jr and Sr won their first British GT race last season, at Donington Park, and ran consistently at the sharp end. Now they return for their third British GT season seeking another forward step.

COOKE TAKES RETURNING 750 MC JOHN MILES AWARD

Toyota MR2 champion Aaron Cooke has won £2000 towards his season's racing costs with the return of 750 Motor Club's John Miles Young Driver Award.

The award – honouring the late vehicle dynamics guru and Formula 1 racer Miles who had strong links with 750MC – offers financial help to the club's up-and-coming talent. The

winner receives a £1000 cash prize – from donations by Miles' family, friends, former colleagues plus club members – which is matched by 750MC as a £1000 entry fee credit.

Cooke has risen from being a promising novice to win the MR2 title in 2020 and '21, beating four-time champion Shaun Traynor both times. Cooke received the Miles

award and cheque at 750MC's annual awards last month.

Applications are open now for the 2022 award that will be judged across this season. Qualifying drivers must be aged 30 or under on March 1, 2022, have no more than three years of circuit racing experience as of that date, and be competing at a minimum of five 750MC race meetings this season.



Double champion Cooke (r) got £2000 750MC boost

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RACING NEWS

Photos: Jakob Ebrey, Oliver Read, High Row Marketing, Greenlight Sports Management/Team Parker Racing



Meadows to Minis

MEADOWS MOVES TO MINI CHALLENGE TROPHY

Teenage karting graduate Oliver Meadows is set to make his Mini Challenge UK debut with Graves Motorsport in the Trophy class's early May Pembrey season opener.

The 18-year-old began his motorsport career just three years ago and his karting accolades include being named Top Rookie in 2020's Motorsport UK British Kart Championships.

Graves Motorsport team manager David Graves said: "Given Oliver's experienced motorsport family, we are really pleased that he chose our Graves Motorsport family team to enter his first year of car racing."

"He has already completed a number of test days and is learning from our driver coaches and his experienced team-mates."

"Oliver has proven himself as a rookie champion at a British level in karting, so we have an eye on that category within the Mini Challenge Cooper class for the 2022 season."



British GT racer Wesemael and F1000 racer Gore form Mittell's second Praga Cup duo



Wesemael is "back home"

W ESEM AEL AND GORE JOIN MITTELL'S PRAGA CUP ATTACK

Two familiar faces to multiple championship-winner Mittell Cars complete Praga line-up

By Graham Keillor

Chippy Wesemael and Dan Gore will share Mittell Cars' second R1 in this season's inaugural one-make Praga Cup starting this weekend at Silverstone.

Wesemael won 2019's Sports

1000 championship with Mittell then, after a race-winning British GT4 season in 2020, raced the R1 last year to runner-up in Britcar's Praga standings with his own CW Performance outfit. Gore switches from being a frontrunner for Mittell in F1000 last season.

The pair race alongside team boss

Scott Mittell and fellow Bikesports champion Charles Hall in the team's two-car line-up.

Wesemael told Motorsport News: "I'm super busy with my day job at the moment, and Scott approached me and I thought it would be great fun to do something together, and turn out two really

fast cars and just see what we can do. [I had my] first drive ever in a car with Scott so [I'm] back home you could say. We have super-strong pairings across both cars. [Gore is a] really fast driver. Last year [he] probably should have won the [F1000] championship, but unfortunately at the last

round the car just didn't run." Gore added to MN: "After the disappointment at the end of the season [in] F1000, I was umming and ahing what to do and then Chippy rang up and said he was looking for an amateur driver for this series and it was too good an opportunity to turn down."

BRITCAR SET FOR BIGGEST CHAMPIONSHIP ENTRY

Britcar is set for its largest ever championship entry ahead of its season-opener Silverstone meeting this weekend.

Thirty-two cars are entered for Britcar's British Endurance Championship and 56 entered for its Trophy production championship.

From this year Britcar for its endurance contest has got Motorsport UK-sanctioned national championship status, while the inaugural Praga Cup will now run as a separate Britcar championship after the high-

performance Praga R1s competed on the Britcar Endurance grid last season.

Britcar managing director Claire Hedley told Motorsport News: "This will be the biggest championship grid. Across the three championships it's the biggest ever."

"We're so proud of what we've done, and the support sponsors, competitors, friends, family have given me and the team is great."

"The Trophy is a full grid, we opened that at the end of November to our current

customers first, opened it up at 1400hrs and by 2100hrs we were full."

"I did speak to a few teams first [before applying for British championship status] saying 'would it make a difference to your customers', and it did."

Hedley believes that the R1 now getting its own track time has helped Britcar entries too. "They're so quick those Pragas so I think the GTs were put off a little bit, and they're returning because they want to be part of a British-title championship," she added.



British championship status is attracting customers



Winter Series champion Rowledge heads R Racing line-up

CHAMPION R RACING CONFIRMS SIX-STRONG JUNIOR LINE-UP

Defending Ginetta Junior champion R Racing has confirmed its capacity six-car entry with which it will defend its titles this year.

The squad won its first overall drivers' crown last year with Aston Millar as well as the teams' championship, and then it won the Winter Series with Josh Rowledge who returns to lead its 2022 line-up.

Rowledge, 16, will be joined in 2022 by another R Racing Ginetta Junior returnee 14-year-old Mexican Ian Aguilera. Also on this year's R Racing driver strength is 14-year-old Sonny Smith and 15-year-old Luke Watts, who both contested selected Ginetta rounds and the Winter Series last year, and 15-year-old American Luca Hopkinson who made his

racing debut in the Winter Series. Singapore karting graduate Akshay Bohra, 15, completes the line-up.

R Racing team principal Jamie Ross said: "[Last year] was great for the team, we couldn't have wished for much more, so obviously our aim is to carry the momentum into 2022. We have a solid winter testing programme in place to try

and maximise our six drivers."

In Ginetta GT4 Supercup Henry Dawes, who finished 11th in last year's standings, will continue with Century Motorsport for a second season. GT Cup racer James Townsend meanwhile will race in GT4 Supercup as Fox Motorsport team-mate with his GT Cup co-driver Ian Duggan, competing in the same G55 Am class.

MORRIS AIMING FOR CARRERA CUP GB TITLE AFTER TEAM PARKER RETURN

British GT champion Seb Morris is returning to Team Parker Racing this season to make his debut in Porsche Carrera Cup GB.

Former GP3 racer Morris, 25, joined Team Parker in 2016 to compete in its British GT effort, and alongside Rick Parfitt Jr won

the overall British GT title in 2017, before moving to European competition with Derek Pierce.

Morris last raced with Parker in 2019, in what is now known as the GT World Challenge Europe Endurance Cup, before he became a Bentley factory driver.

Bentley withdrew from GT

racing last season, and Morris in 2021 competed with Leipert Motorsport in the 24H Series and Lamborghini Super Trofeo Europe.

Morris said: "It's imperative that I have a good year and that I'm in the car regularly, which some of the GT drives I was

offered couldn't guarantee. I'll be going for nothing less than the championship title."

"I'm confident in my own abilities, so a one-make championship appealed to me. I was looking at all the figures of the TOCA package and I thought 'why don't I go and do Porsche?'"



Morris (left) is back with Parker for Carrera Cup assault

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RALLY NEWS

LIVE TV THE FOCUS AS NEW-ERA EUROPEAN BATTLE BEGINS

WRC hopefuls head to northern Portugal for Fafe's famous stages

Photos: FIAERC.com



Famous jump will be on TV...

By Graham Lister

The European Rally Championship will get its moment firmly in the spotlight when Fafe in northern Portugal hosts the start of a new era this weekend.

Now under the control of WRC Promoter, the ERC can look forward to the WRC's acclaimed All Live service but, as Motorsport News can reveal, the big changes will come in 2023.

That's when a refreshed calendar will be unleashed along with more expected rule changes to go with the tweaks introduced for 2022, such as a WRC-style powerstage and the scrapping of day bonus points.

However, the big change for this season centres on the live coverage through the WRC+ platform with all 17 stages due to be shown as they happen from Friday night until Sunday afternoon.

The itinerary includes two runs over the Lameirinha stage and its famous Pedra Sentada jump, while a stage through the streets of host town Fafe has been added to the schedule on Friday evening.

Entries might be down compared to previous years – 72 registered drivers took part on the 2021 season opener last June compared to the 39 expected for round one this year – but the number will rise from the third

ESSENTIALS

Rally Serras de Fafe - Felgueiras - Cabreira e Boticas
March 11-13
ERC round 1/8

Base: Fafe
Surface: Gravel, some Tarmac
Stages: 17
Distance: 121.91 miles

round onwards when the ERC4 Junior Championship begins.

Although a Scot, Iain Campbell, is the championship manager, British and Irish participation is lacking this year with Irish crew Pauric Duffy and Jeff Case plus co-driver James Morgan the only homegrown talents on the Fafe entry list.

There is still a question mark over the venue of the final round. Rally Hungary had been set to stage the climax to the season, but it was kicked off the calendar due to repeated safety breaches and must run within the European Rally Trophy framework before its return to the ERC is considered. Therefore, it's likely Cyprus – rather than Corsica – will fill the vacant slot this autumn.

While Hungary has been binned, Rally2 Kit and Group N4 cars have been granted a stay of execution via the new ERC Open class. It means Subaru Imprezas and Mitsubishi Lancers can still compete for their own title.



Champion: Square eyes

ERC CHAMPION MIKKELSEN WILL BE WATCHING

European champion Andreas Mikkelsen will be watching the action from Fafe – and has urged fans to do likewise.

The Norwegian won the event when it took place last October alongside British co-driver Elliott Edmondson in a Toksport Skoda Fabia Rally2 and is convinced the ERC drivers can put on a show for fans watching at home.

"The speed in the ERC last year was really high with a lot of good drivers and a lot of action, everyone was really pushing," Mikkelsen told Motorsport News.

"So the footage, even though it's not the WRC, will still be very, very spectacular. I will definitely be in front of the TV this weekend and will take some time to watch it."

In champion's Alexey Lukyanuk's absence, Mikkelsen has tipped Efrén Llarena and Erik Cais to fight at the front in Fafe.

Live coverage of the ERC is available via wrcplus.com.

MN'S TOP FIVE FAFE TIPS

1 Erik Cais

The WRC2 podium finisher made his Ford Fiesta Rally2 fly in Fafe last season and starts his return for the new season fresh from a national gravel event in Spain last weekend.

2 Efrén Llarena

Car-wrecking Fafe crash in 2021 almost derailed his ERC campaign but the 26-year-old is revitalised for 2022. MRF tyres are new for this year, but he got the chance to try them out on the same practice event in Spain that Cais contested.

3 Javier Pardo

Pardo's use of Hankook tyres means he won't be eligible for ERC points but his capture of six ERC2 wins from six starts – including in Fafe – makes him a contender for honours on his step up to the ERC's top division.



Pardo: rising ERC talent

4 Simone Tempestini

The six-time Romanian champion was in the thick of the lead battle in Fafe last October only for steering failure to put him out. He's back with experience from a practice event in Italy to call upon.

5 Ken Torn

Limited car and recent stage knowledge aside, Torn's gravel speed can't be disputed, making the Estonian a contender for the victory fight in Fafe and the rounds thereafter.

FERNANDEZ TO FLY THE FEMALE FLAG IN FAFE

Sara Fernandez, the first woman to win the FIA European Rally Championship for Co-Drivers, starts her title defence in Fafe.

The Spaniard is one of three women co-driving Rally2 cars on the Portuguese event and continues her

partnership with compatriot Efrén Llarena, who finished runner-up to Andreas Mikkelsen last season.

For 2022, the Spanish federation-backed crew will compete under the Team MRF Tyres banner with significant support from the Indian firm.

Italian Simone Campedelli, who is co-driven by Tania Canton, is also part of the expanded MRF squad along with Norbert Herczig, the four-time Hungarian champion.

Ines Ponte from Portugal completes the list of female co-drivers and will link up

with Jose Pedro Fontes, a national champion.

Rachele Somaschini, who combines rallying with raising funds for cystic fibrosis research, is the lone female driver entered for the ERC opener. The 28-year-old Italian is competing in a Citroen C3 Rally2.



Fernandez made history by lifted the co-drivers' title



Torn: European title focus

TORN TURNED DOWN WORLD CHANCE FOR EUROPEAN TITLE TILT

Ken Torn has told Motorsport News why he turned down a World Rally Championship prize drive for a crack at the overall European title.

The Estonian, 28, spent two

seasons in the Junior WRC but switched to the ERC part-way through 2019 with support from M-Sport Poland.

After winning the ERC3 Junior title in 2020 he took the Rally3-

based ERC Junior crown in 2021, which carried a Junior WRC season as the top prize.

However, he got M-Sport Poland's agreement to convert the prize into a full European

programme, which he'll contest in a Ford Fiesta Rally2 run by the Polish C-Rally operation.

"My age is quite high so thanks to M-Sport Poland, they helped me jump into the Rally2 car and

give me this chance," Torn said. "It became possible thanks to these guys, C-Rally and Jaroslaw Koltun. But I'm not thinking about results. I don't have much experience."

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WILSON SETS TARGET ON INTERNATIONAL

BTRDA hard charger Rob Wilson has seized the opportunity that competing in the European finals of the FIA Rally Star gave him to impress some of the sport's biggest names.

The 2019 UK Young Rally Driver of the Year will contest the BTRDA Rally Series and Welsh National championship in 2022, but told Motorsport News that the experience of travelling to Germany has made him eager to return to the international stage in 2023.

"I've emailed [FIA Rally Star judge] Malcolm Wilson and spoken to him and he said that I'm on the right path for the moment, but that I really need to think about a way into the Junior WRC," Wilson told MN.

"I think I was in quite a small-level mindset before the FIA Rally Star programme; I was thinking in terms of maybe staying in the BTRDA in an R2. Going to Germany for the finals has made me think hard and get my act together over the winter. I'm performing well and, of course, one day I'd love to do a Junior WRC programme, although we're still some way off from that."

●Wilson shares his insights for the coming season on page 15.



Wilson has big plans

Photos: mcklein-imagedatabase, Chicane Media, M-Sport, Kevin Money



Junior ace Armstrong remains on the scheme

MOTORSPORT UK ACADEMY ADDS YOUNG RALLY TALENT

Two drivers and 10 co-drivers are selected for 2022 skills development programme

By Nick Garton

The Motorsport UK Academy has included four young British rally drivers and 10 co-drivers among its 2022 selection, the sport's governing body has revealed.

In total, 27 newcomers have been added to the new tiers of the scheme. The 2021 Junior WRC runner-up Jon Armstrong

and former JWRC runner Tom Williams were already part of the programme. Joining them in 2022 will be reigning Formula 1000 champion Archie Swinscoe plus Tom Llewellyn, son of double British champion David, who has shown impressive form in BTRDA competition.

Among the co-drivers, established programme members Keaton Williams and Phil Hall remain part of the

process but are joined by a surge in navigational talent from Cameron Fair, Jack Bowen, Callum Young, Dafydd Evans, Daniel James, James Hedges, Jamie Vaughan, and Kirstie Mochrie.

The Academy programme offers the selected drivers and co-drivers a combination of online events, one-on-one support and face to face workshops to help with their

personal and professional development within the sport.

Motorsport UK CEO Hugh Chambers said: "Identifying and helping to drive forward the next generation of British talent across all disciplines of the sport is very much a key priority for Motorsport UK, and I'm pleased to welcome the latest intake of talented drivers and co-drivers to this year's Academy programmes."

IN BRIEF

Coast2Coast faces axe

After two failed attempts, due to coronavirus, to run the Coast2Coast closed-road rally in Scotland's southwest, organisers have been forced to cancel the rally for a third time. Organisers of the event, originally scheduled for May 6-7, stated that issues "proved to be impossible to resolve in the time available".

ST Trophy cancelled for '22

The Ford Fiesta-based ST Trophy has been abandoned prior to the intended opening round at this weekend's Malcolm Wilson Rally event. A statement from series bosses read: "The organisers have had to take this tough decision as a result of the minimum number of registrations not being reached".

M-Sport boss back in a car

M-Sport World Rally Team principal Richard Millener has entered this weekend's Malcolm Wilson Rally in the very first Ford Fiesta R2 that was ever built. He will be co-driven by M-Sport media manager Seb Scott. Millener last rallied on M-Sport's Return to Rally Stages in 2020.



Millener will handle the R2

HENDERSON TO RUN SELECTED 2022 CAMPAIGN

East Riding Stages winner David Henderson isn't planning a title assault this year, instead opting to pick and choose events that fit with his schedule.

Henderson endured a bruising run of form after switching from a Ford Escort Mk2 to a modern Fiesta R5, but a podium on February's Riponian Rally, a win at Snetterton and then another on Yorkshire's closed-road rally last month have revitalised his form.

"[When] you've got a run of non-finishes you feel like the monkey's on your back a little bit, so then you

go into the winter, time passes and you feel a little bit of pressure so that's why I went and did the Riponian and had a fairly steady run because I just needed to finish," Henderson told MN.

"One way or another I grabbed a result there and I felt like my problems left me a little bit really. Snetterton was fundamental – it was very wet in the afternoon but I had a healthy lead at lunchtime and then this one I went into it with an open mind, I don't think I drove the rally at a risky pace and it just worked.

"I'm doing Donington in a couple weeks' time and then I'll do the North West Stages, that'll be a hearty old rally to do, the entry looks strong on that!"

Despite the welcome upturn in his results, Henderson's commitments away from the sport mean that this season will be a pick-and-mix approach. "Hopefully I can get a nice finish at Donington then I can roll that momentum into the North West," he said. "I've got some stuff on the wall but I've not really sat and worked out what I'll do."



David Henderson finally grabbed a win in Ford Fiesta R5

BTRDA SEASONS KICKS OFF WITH IMPRESSIVE WILSON ENTRY

A packed entry will start the BTRDA Rally Series opener this weekend, the Malcolm Wilson Rally, headlined by M-Sport director and test driver Matthew Wilson. Although the home hero hasn't yet named the car that he will campaign, it is likely to be

one of the firm's Rally2 Ford Fiestas. Champion Garry Pearson won't defend his BTRDA Gold Star title in 2022 but there are plenty of pretenders keen to take his crown including Elliot Payne, series returnee and 2017 champion Stephen Petch,

Ian Bainbridge, Matthew Hirst and Tom Llewellyn.

The event will mark the restoration of Llewellyn family's partnership with Ross Whittock, the former co-driver of 2019 European champion Chris Ingram who parted ways with the WRC2 driver

early in this year's campaign. Whittock previously sat in with Llewellyn's brother Ben in 2015 as one of his earliest co-driving jobs.

Adding intrigue to the opening round are several unregistered crews including Jock Armstrong,

who will drive one of Teg Sport's Skodas, Rory Young and triple British Rally champion Matt Edwards who will drive an historic-spec Fiat 131 Abarth.

●For our preview of this year's BTRDA Rally Series, please turn to p40

MALCOLM WILSON RALLY SEEDING ENTRY

SEED	DRIVER/CO-DRIVER	CAR
1	Matthew Wilson/TBA	TBA
2	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2
3	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC
4	Ian Bainbridge/Will Atkins	Skoda Fabia R5
5	Tom Llewellyn/Ross Whittock	Mitsubishi Mirage R5
6	Jock Armstrong/TBA	Skodaru
7	Rory Young/Allan Cathers	Ford Fiesta Rally2
8	Sean Devine/TBA	Ford Fiesta
9	John Wink/Neil Shanks	Hyundai i20 R5
10	Matthew Hirst/Declan Dear	Ford Fiesta R5



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RALLY NEWS

Photos: MartinWalsh, SMJ Photography

RALLY ROUND-UP

Considine and Layland are the toast of Cornwall

The first road rally to be run in Cornwall for several years, South Hams MC's Primrose Rally, was won by John Considine/Shawn Layland. Their final victory margin of over two minutes was misleading as the contest for the win was a close-fought battle right up to the final section.

Iwan Davies/Andrew Lowe had led for most of the event, but were passed by James How/Nic Jones just before the last regularity of the rally. However, How/Jones then planted their MG ZR on top of a bank and lost 10 minutes.

Davies/Lowe were back in front, but at the very next control they, along with nine other crews, collected a wrong approach, adding 15 minutes to their total.

These incidents allowed Considine/Layland, who had been closely matched throughout, to jump from third to first, giving the driver his maiden rally win.

The runner-up spot went to Dave Webb/Jacob Williams, who were well clear of third placed Paul Watts/Andy

Ballantyne at the Finish.

Standing water, a legacy of the previous week's Storm Eunice, was a major problem and accounted for the retirements of both Ethan Davies/Nick Bloxham and Pete Stimson/Mark Butler.

Brendan Wellman/Daniel Pidgeon had towed How/Jones from the bank after the latter's off, but immediately afterwards had the clutch on their Nissan Micra fail.

Ian Mills

Result

Primrose Road Rally
Organiser: South Hams Motor Club **When:** February 26-27
Where: Southern Cornwall **Championships:** AWSMC
Route: 140 miles **Starters:** 31.

Results

1 John Considine/Shawn Layland (Ford Fiesta ST150) 4m45s; 2 Dave Webb/Jacob Williams (Daihatsu Sirion) +2m25s; 3 Paul Watts/Andy Ballantyne (MG ZR); 4 Lucas Redwood/Zak Linham (Ford Sierra); 5 Luke Quinnell/Kayleigh Dingle (MG ZR); 6 Ashley Rice/Trevor Disney (Mini Cooper); 7 Simon Heywood/Rhys Williams (Honda Civic); 8 Byron Jones/Matthew Maidment (Mazda MX-5); 9 Iwan Davies/Andrew Lowe (Ford Escort); 10 Andrew Hankey/Nathan Coles (BMW 318Ti) **Class winners:** Experts: Redwood/Linham; **Novices:** Paul Howard/Andrew Axford (Peugeot 206)



Higgins had fun on way to 14th

BRITISH RALLY CHAMP DAVID HIGGINS TRIES CO-DRIVING

Lack of equipment didn't dampen Snetterton experience for veteran ace

By Luke Barry

David Higgins, the 2004 British Rally champion, got his first taste of co-driving in more than 30 years on the recent Snetterton Stages, describing it as "a joke turned into reality".

Higgins' first co-driving experience was in the early 1990s on his native Isle of Man, but he was persuaded back into the role by Steve Winter – who has returned to rallying after 16 years out – with whom Higgins has done some driver coaching. The pair finished 14th overall.

The Manxman told MN: "I knew I needed a pencil because I know how much Craig [Drew, Higgins' co-driver] used to moan when he lost one. So I thought I'll buy one of them, and then when I got there I realised I didn't have a watch with seconds on." Despite the less-than-ideal prep,

Higgins relished the seat swap. "With 30-second intervals I was having to watch the car go in [to the time control] in front and work out when he went in whether if it was on the minute or whatever," he said. "I was counting in my head... I literally did it all with one pencil and a phone."

SCOTTISH REGULAR WINK COMBINES BTRDA AND SRC

Scottish Rally Championship regular John Wink will enter selected rounds of the BTRDA Rally Series alongside a full domestic season this year.

Wink's campaign began with the Snowman Rally in his Hyundai i20 R5, but he has also entered this weekend's BTRDA opener, the Malcolm Wilson

Rally, and is set to make more trips south of the border in 2022.

"More seat time equals more confidence in the car," Wink told Motorsport News. "I need to work on my commitment on the faster sections of the stages and that's the main focus for improvement this season."

"We'll do a full SRC season

and select BTRDA but we'll need to see how we get on."

On his hopes for the Malcolm Wilson, Wink added: "It's really important for both Neil [Shanks, co-driver] and I to deliver a decent result for our campaign and for our team and partners who have really helped out this season."



Wink will make the first of several BTRDA starts on this weekend's Malcolm Wilson Rally

IRISH NATIONAL CHAMPIONSHIP: MAYO RALLY BY MARTIN WALSH

MARCH 6



Moffett got title defence off to the best possible start

MOFFETT OPENS 2022 IRISH NATIONAL CAMPAIGN IN STYLE

Organiser: Mayo & District Motorsport Club **When:** March 6 **Where:** Claremorris, Co. Mayo **Stages:** 8 **Starters:** 145

Josh Moffett made the perfect start to the defence of his Irish National title with a measured and composed drive to victory on the Mayo Rally, the first of the eight-round series.

Quickest on all but one of the eight stages, the Hyundai i20 R5 of Moffett, co-driven by Keith Moriarty, finished 27.9 seconds clear of the VW Polo GTi R5 of Robert Barrable and Paddy Robinson, with Stephen Wright's Ford Fiesta R5 third.

Barrable, on his first R5 outing in three years, presented strong opposition over the opening pair of stages where he was only 3.7s in arrears. His role in this year's title

race is likely to be prominent.

The race for fourth was pendulum-like, Brendan Cumiskey (VW Polo GTi R5), held the position first, being usurped by Aidan Wray (Fiesta R5), followed by returning champion Tim McNulty, who held the spot until spinning on the fifth stage.

Paul Barrett's Fiesta R5 took up the position but crashed out before the finish, handing the position to Darren Gass (Citroen C3) at the finish.

Young charger Eamonn Kelly increased his pace all through his debut drive in his father Donagh's VW Polo GTi R5 and marked his talent with a second-fastest time through SS7. A fluctuating battle in the modified category was sorted on the very final stage where Jason Black (Toyota Starlet) squeezed out Gary Kiernan (Escort), finishing eighth overall.

RESULTS

Mayo Rally

P	DRIVER/CO-DRIVER	CAR	TIME
1	Josh Moffett/Keith Moriarty	Hyundai i20 R5	55m43.4s
2	Robert Barrable/Paddy Robinson	VW Polo GTi R5	+27.9s
3	Stephen Wright/Ger Conway	Ford Fiesta R5	+1m00.2s
4	Darren Gass/Noel O'Sullivan	Citroen C3 Rally2	+2m01.7s
5	Eamonn Kelly/Conor Mohan	VW Polo GTi R5	+2m05.2s
6	Brendan Cumiskey/Darragh Mullen	VW Polo GTi R5	+2m06.8s
7	Tim McNulty/Paul Kiely	Ford Fiesta R5	+2m27.0s
8	Jason Black/Karl Egan	Toyota Starlet	+2m49.6s
9	Michael Carbin/Dean O'Sullivan	Lancer E7	+2m50.8s
10	Stuart Darcy/Liam McIntyre	Proton Satria Neo	+2m52.6s

Class winners: Stephen Gallagher/Niall Gibson (Honda Civic), Ryan Caldwell/Grace O'Brien (Ford Fiesta), Ian Hynes/Cillian Halvey (Civic) Tomas O'Rourke/Tomas Scallan (Mitsubishi Lancer E9), Gass/Noel O'Sullivan, Angus Johnson/George McMillen (Vauxhall Corsa), Martin Cawley/Kenneth Langan (Peugeot 205 GTi), Brian Moore/Lorcan Moore (Civic), Barry Cuffe/Michael Loughney (Ford Escort Mk2), Brian Armstrong/Aodhan Gallagher (Escort), Black/Egan, Gary Kiernan/Darren O'Brien (Escort), Brian Cumiskey/Barry McGleenon (Subaru Impreza), Michael Carbin/Dean O'Sullivan, Jack Brunton/Sean Brunton (Civic)

SPORTING SCENE NEWS

FRENCH ROUND TO COMPLETE THE 5 NATIONS RX ROSTER
Paris track added, and a first-ever Belgian visit for Britain two-wheel-drive class battlers on the line-up



French test awaits British RX runners

Photos: 5 Nations RX, mkpics.net

By Hal Ridge

Bosses of the British Rallycross Championship 5 Nations Trophy have announced the completed 2022 calendar that includes a first tie-up with the French Rallycross Championship at the Dreux circuit in October.

Widely regarded as the strongest domestic rallycross series in the world, Rallycross France will be joined by 5 Nations BRX Supercar runners for the final round of the French series on October 15-16 this year, making it the penultimate weekend in the now 11-round British Supercar schedule.

The joint event is expected to attract over 30 Supercars. Dreux, located to the west of Paris, hosted the French round of the European Rallycross Championship in 2012,

CALENDAR

5 Nations BRX Supercar Championship

RND	WHEN	WHERE
1	April 16	Lydden Hill, England
2	April 18	Lydden Hill, England
3	May 14	Pembrey, Wales
4	May 15	Pembrey, Wales
5	June 4	Mondello Park, Ireland
6	June 5	Mondello Park, Ireland
7	Aug 27	Pembrey, Wales
8	Aug 29	Pembrey, Wales
9	Oct 15-16	Dreux, France
10	Nov 5	Lydden Hill, England
11	Nov 6	Lydden Hill, England

*Calendar remains provisional and subject to Motorsport UK approval

where British driver Kevin Procter climbed from the C-final to the A-final and won the event outright.

Meanwhile, two-wheel-drive categories from the 5 Nations BRX roster will join the Belgian

Rallycross Championship at the Glosso circuit in Arendonk on August 6-7. The venue has recently undergone investment to upgrade its facilities.

Hannah Rynston, 5 Nations BRX coordinator, said: "We can't wait to take 5 Nations BRX to France for the first time in October where we will see some of the very fastest Supercar drivers in Europe go head to head.

"It's also exciting to take competitors from here in the UK back to Belgium for the first time since 2016. The Belgian Championship has focused on two-wheel-drive rallycross in recent years, so it's the perfect opportunity for us to take some of our two-wheel-drive classes to a new circuit for 5 Nations BRX, which like Dreux, is steeped in history."

BRISCA F2 ROUND-UP

Dave Polley claimed the honours at last Saturday's first BRISCA F2 World Championship qualifying round at King's Lynn, the venue that will also host the World Final in September. Polley, son of Hot Rod legend George, avoided an early pile-up that claimed some fancied runners, including heat winner Andrew Palmer and teen sensation Jack Witts, and worked his way through from the back of the field.

After breaking into the top five, he pushed past heat winner Aaron Patch and Charlie Guinchard in one move on the back straight, then cannoned a backmarker into Jamie Lane to take second behind long-time leader Lee Dimmick. Polley gradually reeled in Dimmick and edged ahead in the last quarter of the race when the leader was delayed in traffic, before fending off Dimmick's last-bend challenge.

Skegness Raceway and Cowdenbeath's Racewall staged their first meetings of 2022 the following day, yielding a dominant win for 16-year-old Witts—who qualified via the consolation race after breaking down in his heat—and victory on home ground for world champion Chris Burgoyne.

Aaron Vaight was the season's first victor when he passed Julian Coombes after a mid-race caution period at Cornwall's United Downs Raceway a week earlier.

Mark Paulson

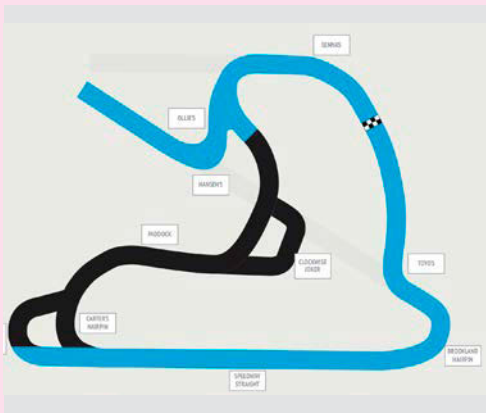
Result

Organiser: Autospeed When: February 27 Where: United Downs Raceway, St Day Starters: 31. 1 Aaron Vaight; 2 Ben Borthwick; 3 Steven Gilbert; 4 Tommy Farrell; 5 Kieren Bradford; 6 Dale Moon; 7 Joe Marquand; 8 Ben Goddard; 9 Adam Pearce; 10 Charlie Fisher.

Organiser: Trackstar When: March 5 Where: Adrian Flux Arena, King's Lynn Starters: 64. 1 Dave Polley; 2 Lee Dimmick; 3 Billy Webster; 4 Charlie Guinchard; 5 Jordan Thackra; 6 Chris Burgoyne; 7 Rob Mitchell; 8 Luke Woodhull; 9 Ricardo Smidt; 10 Micky Brennan.

Organiser: Skegness Raceway When: March 6 Where: Skegness Raceway Starters: 41. 1 Jack Witts; 2 James Rygor; 3 Charlie Guinchard; 4 Courtney Witts; 5 Harley Burns; 6 Adam Rubery; 7 Aaron Vaight; 8 Harley Thackra; 9 Andrew Palmer; 10 Aidan McFerran.

Organiser: GMP Scotland When: March 6 Where: The Racewall, Cowdenbeath Starters: 14. 1 Chris Burgoyne; 2 Liam Rennie; 3 Craig Wallace; 4 Trevor Harris; 5 Gregor Turner; 6 Mika Millar; 7 John Hogg; 8 Dean McGill; 9 Kieran Howie; no other finishers.



Pembrey will get a fresh look for 2022

PEMBREY LOOSE-SURFACE TRACK CHANGES

The chiefs of Pembrey circuit in Wales are implementing changes to the venue's loose-surface section in a bid to improve rallycross racing venue this year.

Pembrey made a significant overhaul to its rallycross layout for the 2018 season, which no longer includes the main start-finish straight on the race circuit. Now, having run a number of events on the revised layout, circuit manager Phil Davies has instigated changes in an effort to minimise contact on the

unsealed surface and improve overtaking opportunities.

The chicane on the loose section is being removed and replaced with a long, sweeping gravel corner. The circuit will continue to be run in both directions, while a new joker lap on the outside of the new turn will only be used in the anti-clockwise direction.

For the clockwise route, the joker remains where it was until last year, around the outside of Hansen's corner. Pembrey has

also made upgrades to other facilities, including increasing the size of the main paddock.

Davies said: "We changed the rallycross layout a few years ago and having run on that a few times, we could see areas for improvement. We're making changes to make it flow a lot better. Hopefully the cars will be drifting sideways all the way around there now. That will open up overtaking, which will be good for the drivers and the crowd."

FLITNEY'S VOLVO SUPERCAR CAMPAIGN IN BRITAIN

Ex-Suzuki Swift racer Dom Flitney will race in a full British Rallycross Championship 5 Nations Trophy campaign this year with a Volvo C30 Supercar.

Flitney debuted the ex-Frode Holte European Rallycross Championship event-winning car in the final rounds of the

British series at Lydden Hill last year, and is now planning a full campaign in 2022.

Flitney began his rallycross career in 2018 in the single-make Swift series, and subsequently raced a self-developed Subaru Impreza in the Supercar category, but the

C30 marks the first time he has campaigned a full-blown rallycross Supercar.

"I've never looked forward to going racing as much as I am now," said Flitney. "It's been quite a big step over the last few years from where I started. I'm where I want to be now, so

I'm working to be as competitive as possible.

"It's about making the finals, trying to finish in the top five and see where we go, but this is rallycross and you never know what's going to happen. If we can fight for some podiums, that would be really nice."



Flitney plans a full 2022 attack



Cornwall oval now has a stay of execution

ST DAY GETS 12-MONTH LEASE EXTENSION

Cornwall's only permanent motorsport venue will remain active in 2022 after operator Autospeed was granted a 12-month lease for the United Downs Raceway near St Day.

The future of the 325-metre oval was in doubt after Cornwall Council, under its previous administration, had entered into an agreement with a commercial distillery company to take over the former mining land, part of a

larger World Heritage site.

A planning application for the company's renewable heat-powered proposals was issued with a deemed refusal last October, precipitating the recent agreement that allows racing to continue while the site's longer-term future remains unresolved.

Autospeed co-promoter Crispin Rosevear said: "We are incredibly grateful to all involved who have contributed so positively

throughout the campaign over the past year to ensure stock car racing can continue in Cornwall."

The venue, which is also used for off-road trials, motorcycle training and other community events, will now run a full season of fixtures, including the BriSCA Formula 2 season-opener at the end of last month. It will host the formula's English Open championship for the first time in August.

ROOTS' TEST PROGRAMME BEFORE HOT ROD SWITCH

Superstox World champion Nick Roots is eyeing up a switch to National Hot Rods for 2023.

Roots, who won the most major Superstox title in

2021, will gain experience of National Hot Rods in a Vauxhall Tigra this season, in private practice days, in an ex-Steve Dudman/Shane Murray car that is being

raced by his father Chris.

The intention then is to take the chassis and build that into a newer car for next season. "I'm really excited about it," said solicitor Roots. "It will

be something different and a change from what I am used to. I'll get a feel for a National this season, when the old man isn't racing it, and then we will decide on a car for 2023."



Nick Roots will test Hot Rod racer

HISTORICS

DOWN THE PUB

CHRISTOPHE D'ANSEMBOURG

Masters historic racer
Age: 58 Lives: Belgium



Home track Spa is a favourite

He concentrates on two cars

He's been with Masters Historic Racing since it started and currently races a Williams FW07C in Masters Historic Formula One and a V12-engined Lola-Aston Martin DBR1/2 in Masters Endurance Legends.

He soon moved to historic

D'Ansembourg said: "I started out in modern racing – the Ferrari Challenge, with a 355. I did that for four years, before I got into Procar, the Belgian touring car series. But I got fed up and didn't really enjoy it anymore. You don't really speak with anyone; they are all hiding in their motorhomes and won't share any information. But in historic racing you meet people who have achieved something in their lives and want to share it with others. I switched to historic in 2003, first in GTs with a Bizzarrini, then prototypes, and then I got the taste of F1, with a Lotus 76. That was in 2006, and I've never stopped since."

He's been a long-time Masters racer

"I did Thoroughbred Grand Prix and Grand Prix Masters, and then they merged, so I came along. I first raced the flat-bottomed Lotus 76 in 2006, then raced a McLaren M26 until 2013, and am now with the ground-effect Williams FW07C. I'm really comfortable with that car. I've done more than 100 races with it!"

His favourite car is an Aston Martin

"The Lola-Aston LMP1. It has it all – ground effect, fantastic brakes, but above all, amazing reliability. It's done 5000 miles now and never let me down. The Williams is the best F1 car so I'm happy with what I have."

Favourite circuit?

"It's Spa – of course! I also enjoy Silverstone and Suzuka very much, and I like Dijon too. My biggest rival is Mike Cantillon. We're in the same car in the same team but he tends to be a little faster than me."

His worst day in racing?

"I think that was last autumn at Spa! I was so much looking forward to that. My son Antoine was racing the Dallara-ORECA, I got pole in the Lola-Aston Martin, but then it all fell apart. I spun in the race."



The Ford Falcon has a storied history

Photos: Paul Lawrence, Mike Haywood Collection

EX-GRAHAM HILL FORD FALCON TO RETAKE TO COMPETITION

Kevin Kivlochan plans to race mighty machine in Modsports and Saloons

By Paul Lawrence

A fabulous 'time-warp' Ford Falcon will return to racing this summer after several decades in a private collection.

Once used by Graham Hill on the 1964 Monte Carlo Rally, the car was later rebuilt by Alan Mann Racing into a Group 5 race car for the British Saloon Car Championship. Now, after many

years away, it is back under the wing of Alan Mann Racing and will be raced by Kevin Kivlochan in the Historic Sports Car Club's new Historic Modsports and Saloon series at Cadwell Park and Oulton Park.

"The new Modsports series is the ideal place to run it," said Kivlochan. "As a car in 1969 Group 5 trim, it doesn't really fit in the current scheme of

historic racing classes, so Historic Modsports and Saloons is perfect for it."

Ford entered eight works Falcons for the 1964 Monte Carlo Rally. The cars were prepared by Mann's team and after the event the Graham Hill car was rebuilt into a Group 5 specification racer.

With Roy Pierpoint, the Falcon raced in the BSCC in 1968 and finished fifth overall before being

sold to Martin Birrane for 1969. For several decades it rested in a private collection. Now, it is going back 55 years to be under the wing of Alan Mann Racing and will be raced by Kivlochan.

"I love the history of the car and the fact that, after a gap of 55 years, the Falcon is now back with Alan Mann Racing," said Kivlochan. "We certainly plan to be at Cadwell Park in early June."



Seb Perez will be at the wheel of a Ford Escort Mk2 in North Wales

Bumper BHRC entry for North Wales

The British Historic Rally Championship entry for round two, Rally North Wales, has now reached 70 cars as the event is full to its 160-car capacity with reserves.

The latest big name to join the BHRC is all-rounder

Seb Perez in the Ford Escort Mk2 he took to second place on November's Roger Albert Clark Rally.

The rally will use stages in the Dyfi complex from a base in Dolgellau. It is due to take place on Saturday March 26.

New 1970s saloon series is launched

Equipe Classic Racing is the latest race promoter to pitch into the increasingly-crowded 1970s arena.

The new Equipe 70s series will be for Group 1 and 2 Touring Cars and Group 3 and 4 sports and GT cars running to FIA specification as well as road-going cars of the same era.

Two 40-minute pilot races will be run this summer ahead of a planned nine-race schedule in 2023.

The new category marks a clear expansion for ECR which has, to date, focused on racing for sports and GT cars of the 1950s and 1960s. ECR boss Rob Cull plans to race a Ford Capri in the new series.

Biasion to demo Lancia in Isle of Wight sprint event

Miki Biasion will be the star driver at the Sandown Sprint on the Isle of Wight over the first weekend of April.

The 1988 and '89 World Rally champion will drive a Group A Lancia Delta Integrale in the first competitive closed roads event on the island since

the recent changes to the law.

Chichester-based rally car engineers Rally Replay will provide the Integrale, which was restored in collaboration with Biasion as a replica of his 1989 Rallye Sanremo-winning car.

The 750-metre course along the sea front at Sandown

will feature up to 100 cars in action, although single-seaters are not permitted.

Event promoter Tim Addison told the Island Echo: "Welcoming Miki Biasion to the sprint is a real treat. We are very grateful to Rally Replay for making this happen. It will be quite a thrill."



Biasion is back

ALPINE A310'S RALLY OUTING END IN DRAMAS



Former Saab rally driver Jim Valentine fielded a rare Renault Alpine A310 on the recent East Riding Stages Rally. Seldom seen rallying in the UK, the Alpine was going well until suffering front-end damage in an accident on stage six.

IN BRIEF

Edwards' outing

British Rally champion Matt Edwards is a late entry for Saturday's Malcolm Wilson Rally in a Fiat 131 as he starts a run of outings in the historic car from RallySport Developments. On the opening event of the BTRDA season, Edwards will face class opposition from the Ford Escort Mk2s of Meirion Evans, Hugh Hunter, Steve Bannister and Stuart Egglestone in the 25-strong historic field.

HSCC's big haul

The Historic Sports Car Club has already taken more than 120 entries for its season-opening race meeting on the Brands Hatch Indy circuit on April 2-3. As well as a special grid of Formula Atlantics, the line-up includes Historic Formula Ford 2000, which has an over-subscribed entry. Classic Clubmans, 70s Road Sports, Historic Touring Cars, Classic F3, Formula Junior and Historic Road Sports will all start their 2022 schedules.

Equipe hits Brands

The Equipe Classic Racing season will kick off on the Brands Hatch Indy circuit on Saturday March 19. ECR now has its own programme of race meetings that will be operated by MotorSport Vision Racing. The six-race Brands programme includes a double-header for the MGCC BVC8 Championship, two Equipe GTS grids, Equipe Libre and a combined Pre '63 and '50s grid.

London-Lisbon is go

HERO-ERA will get its international schedule of historic rallies back on track with the 2000-mile London to Lisbon, which runs across five countries from April 21 to 30. Fifty entries are already confirmed for the 10-day event for pre-'91 cars, which starts from Brooklands before heading to Portsmouth for the ferry to St Malo in France.

BHRC's six rounds

Following the recent cancellation of the Red Kite Stages, planned for June 12, the British Historic Rally Championship will now have a six-event calendar with competitors' best five scores to count in the overall reckoning. The action continues on Rally North Wales (March 26) and the Plains Rally (May 21) before a summer break. It resumes with the Woodpecker Stages on September 3.

Merlyn takes shape

Historic F3 racer and preparer Andrew Tart is well on with the rebuild of his Merlyn Mk9 after an accident in the season finale at Mallory Park last September. The Merlyn suffered chassis damage in a tangle with the Vesey of Keith Messer but is now on the way to being rebuilt at Tart's workshop in Kidderminster.

COLUMNIST

ROB WILSON



The young gun of BTRDA competition looks back on FIA Rally Star and ahead to four-wheel drive in 2022

My dad always loved cars and he competed back in the early 1990s in fairly normal machinery. When I grew up there were always rally cars in the garage and when I got to the age of 14 I bought my first Nissan Micra to use in the Junior 1000 rally championship.

My first year was 2017, and I won the pre-'03 class, which was a brilliant experience. You're thrown into the deep end because, obviously, I'd never done any driving beforehand at 14 years old and then you get put straight into a rally car but it was really good and we were setting top-five times on the overall Junior 1000 in a £2000 Nissan Micra.

From there we went to the Citroen C1/ Peugeot 107, and then in 2019 won the overall Formula 1000 championship. Elliott Payne and Ioan Lloyd and Eddie Lewis all came up through Junior 1000 together with me, Elliott was my closest challenger for the overall title, so we spent three years battling together.

It was great to have some very talented guys to grow up with in that respect. It's never just been about the driving for me, you've got to enjoy it, and the people in that championship were really good. While it was super-competitive, and rallies were lost by one or two seconds, the camaraderie was so good between us and those three years in juniors will probably be some of the best I'll have.

When Covid hit, I'd really only done one senior rally and hadn't established myself. It was a big blow and we were also having a few issues with building a budget, so in some ways the break gave us time to prepare. I sorted the car out properly and then we did the M-Sport Stages just to get back in the car after six months in 2020, and won the class in our Fiesta R2. So that was a brilliant confidence boost. It was almost a year after that before I got back in a car, though, and I only did four or five rallies in total through those two years.

A lot of keeping the momentum going has stemmed from the Motorsport UK Academy. It's such a brilliant, well-rounded programme now that they have the facilities at Bicester and I was part of that from 2019 to last year.



More learning was done in the Ford Fiesta R2



Photos: Kevin Money, Lou Johnson (Motorsport UK), BRM

The Academy taught me so much about the mentality behind the sport, and it's from there that I knew the people who were selecting the UK candidates for the FIA Rally Star. I did the digital challenge as well as being selected as a wildcard for the national qualifying round.

On the day of the UK selections, I won the morning autosolo, the fitness testing and the afternoon autosolo, so obviously that put me in a pretty strong position to be among the UK drivers selected to go to Germany for the regional final. I couldn't have done much more!

Winning the UK final was amazing. I didn't expect it because I arrived and saw George Lepley and Tom Llewellyn there and they're drivers I have looked up to and have sort of followed in their footsteps, so it was daunting to go up against them. Then there was a hiatus until December, but Motorsport UK put me in touch with Porsche Performance and we did fitness stuff and that got me in a good state for the finals.

There was a great spirit between George, Katie Milner and myself. Although we were competing against each other as much as the others, we would point out where we'd gone wrong and look out for each other. That side of the event was great, but then having the chance to talk to big names in the sport was incredible.

Malcolm Wilson and Robert Reid described me as 'aggressive but precise,' so take that as you want! I think coming from a front-wheel-drive Fiesta R2 showed through there – you

have to throw it into the corners to get the front diff working otherwise the car doesn't do what you want it to. I'm not someone who is scared of the car that I'm in.

Also, I had a session in the Fiesta with Matt Edwards and he really taught me how to be aggressive with it in the right way and to really find that precision you need to go fast on a stage without being on the ragged edge.

This year's programme is really exciting. It really started to form back in November. I considered the Junior British Rally Championship but I took the plunge to spend the money on the fastest car I could find to compete in the BTRDA.

I run the car myself, I find the sponsors for it, and an R5 was beyond my means so a high-spec Mitsubishi Lancer Evo was the next target. It was a bit of a task but we got there, and I've now converted it over to gravel-spec which was a big, enjoyable job.

Ravenol UK has supported me since my second season and I laid out my plan and they were happy to stay with me, even though it's more money. I'm doing some extra work for them, some social media and helping their boss out, and I couldn't have done it without them.

So this year is going to be focusing on the Welsh National championship and the BTRDA and at the media day we were immediately on the pace of the R5s. We've got to be realistic, there are people who have driven in Class B13 for 10 years, but I am really excited to get going. The car is so fast: after the little Fiesta R2 you find yourself doing 120mph and saying to yourself 'this is quite a big car to stop!' but it definitely feels like the right step to take. We start out on the Rallynuts Stages next month, before which I'd like to get another test in and also find a new co-driver. That's been going well since my previous co-driver moved to Germany, I put a post on social media and was overwhelmed by the number of people interested. My aim is to find a relationship that works in the car and then build on last year's successes towards even more in future.



The Rally Star programme offered camaraderie

"I decided to go out and get the fastest car that I could for the 2022 season"

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Craig Breen and Elfyn Evans strike major drama in the hunt for World Rally title honours

ROVANPERA SHINES AS HOME TALENTS SUFFER HEARTBREAK IN SWEDEN



Rovanpera took his third career victory

By Graham Lister

Homegrown drivers Craig Breen and Elfyn Evans head into the World Rally Championship's spring break playing catch-up in the title chase after they both hit trouble on the second round in Sweden last weekend, while Toyota's Kalle Rovanpera stormed to victory.

Breen crashed into a snowbank on stage two and got stuck, while Elfyn Evans was firmly in the victory fight until his challenge imploded in bizarre fashion on Saturday evening. The Welshman charged a snowbank just after he'd completed the day-closing stage in host city Umea with the resulting chain of events leading to a 10-second penalty and an 18.3s deficit to Rovanpera.

And it would get worse for Evans when he crashed out on Sunday's first test to continue a troubled start to the season for two-time championship runner-up.

There was some cause for British celebration when Northern Irishman Jon Armstrong took the Junior WRC win alongside Irish co-driver Brian Hoy.

Manchester's Gus Greensmith was M-Sport's best finisher in fifth as team-mate Breen recovered to take the final Powerstage point with the fifth fastest time on the final run.

Report page 18



Evans: crashed



INTERVIEW

READERS' Q&A:
RICHARD DEAN

United Autosports boss
tackles your posers p20



INSIGHT

MERCEDES POUNCES FIRST IN FORMULA 1 TEST SESSIONS
We run the rule over the opening salves in Spain p26



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THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT
NEWS



Your introduction to the wide world of competition

GETTING STARTED IN
MOTORSPORT



How you can start out in rallycross – and elsewhere

By Graham Keilloh

At Motorsport News we seek to not just report on motorsport, but also be active in promoting its health. And there are few clearer signs of health than lots of people taking part.

This is where MN's annual Getting Starting in Motorsport supplement comes in. It seeks to help you get involved in competition yourself, and this year we look at a wide range of motorsport disciplines that are out there in the UK.

We explore specifically how you can start out in rallying, rallycross, short ovals, karting and historic racing, as well as, for modern-car circuit racing, the junior championship options where you can race from the tender age of 14. While, on the sidelines, we also outline how you can establish a career in motorsport marketing and PR.

As ever, we seek to remove the mystery and offer helpful pointers for getting involved, so to avoid pitfalls – financial and otherwise – and of course to make sure you get the most out of your participation.

RALLY

RALLYING NEW STARTERS

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JUNIOR JOINERS

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HISTORICS

HISTORY TODAY

Why older cars are great for novices, p31

GETTING STARTED SPECIAL

Photos: Jakob Ebrey, Tom Banks, 5 Nations BRX, Paul Lawrence, mkpics.net, Jon Kilburn



MN wants to see new motorsport competitors queuing up to take part

PICKING THE BEST OF MANY OPTIONS

As we always seek to reflect in Motorsport News, there is a wide and diverse landscape of motorsport categories in the UK.

Therefore, with last year's MN special annual Getting Started in Motorsport supplement focusing mainly on circuit racing, this time we give special focus to how you can get involved competing in the some of the many other competition options out there.

First off our reporter Nick Garton looks at a few of the choices for starting out in rallying. There is no shortage of alternatives here, and Garton delves into rally schools and Formula 1000, plus one case of the increasingly common tale of an online star looking for steps in real-life competition.

Then our focus shifts to rallycross. As our rallycross editor Hal Ridge outlines on p22, this discipline has challenges all of its own for how new people can get time behind the wheel. But equally the options are growing, again not least in the virtual world.

After that, MN editor Matt James explores his favourite specialist subject of short oval racing with a step-by-step guide to how you can get your competition fix here.

And of course there is racing's classic starting-out option of karting, yet even here there are a few things to think about before you get going. On p26 Stephen Lickorish explains these.

However we don't entirely ignore car racing in this supplement, and indeed there are four junior circuit racing championships where youngsters can be out competing from as young as 14. I look at what each of them offer on p28.

While historic racing offers a landscape all of its own for newcomers, so our historics man Paul Lawrence on p31 outlines the available contests and the considerations.

And of course getting involved in motorsport isn't necessarily about competing yourself. There are a variety of roles, and careers, in support and one growing in prominence is in PR and marketing. Prolific PR Emma Spearing therefore on p33 tells us what you need to do to pursue that.

We hope as ever what we have here is helpful for you getting started for real, and if you have queries or comments do not hesitate to get in touch at graham.keilloh@kelsey.co.uk.

Graham Keilloh
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GETTING STARTED IN MOTORSPORT



Rally driving experience days are a popular route in



Bill Gwynne's school is one of the many starting points



Drivers in rallying are approachable for advice

STAGE FIGHT: GETTING STARTED IN RALLYING

A willingness to help out those with less experience and knowledge are the watchwords to encourage new talent onto the stages, and there are plenty of ways to get involved. **Nick Garton** explains

Rallying is the friendly face of motorsport. Partly that's because competitors aren't going wheel-to-wheel and gnashing teeth at one another but, instead, just trying to beat Old Father Time. But it's also very much part of the culture of the sport that makes it a bedrock of the activity for grassroots motor clubs up and down the country.

There are numerous entry points to get a first toe on the ladder of rallying. It could be a gift voucher for a driving experience or a burning desire to get on the stages and emulate the likes of Elfyn Evans and Matt Edwards and reach for the stars as a professional. It could even come from just being an enthusiast, attending the local club and taking part in an autosolo or a production car autotest.

Taking part in events such as these, tackling a laid-out course of cones rather than a bespoke rally stage, can be done in a

standard road car without a full competition licence, just your club membership and the free RS Clubman Licence that is available via the Motorsport UK website. These events are the perfect icebreaker to get to know people in the club and gain entry to the wider world of the club's activities, which could include 12-car events and navigational road rallies.

The clubs are the heartland of the sport but, for most newcomers, the first taste of driving a rally car comes from a rally driving experience, the overwhelming majority of which are operated by full-time rally schools. One of the longest-serving of the breed is the Silverstone Rally School, based across the road from the main entrance of 'the home of British motor racing' and which these days is operated by rally perennial Dave Paveley and his driver daughter Jade.

"You can train here, you can test here, you can get your licence stamped here, there's pretty well everything that you might want to get a first taste of rallying and to go from there to your first rallies as a competitor," says

operations manager Sharon Ford. "Last year we completed and stamped around 10 BARS [licences] per month."

A good education remains important to the rally community and John Caine, head man at the Phil Price Rally School in Powys, has one of the busiest forest venues in the country.

"A rally school is usually the first step because you meet guys that compete and to us as a school, we can help them get a licence and try to take them forward. Interest is across the board, male and female, from their teens to their 60s," he says.

"Most of our intake is experience days, gift vouchers

and things like that but there is a small percentage that comes back to do the BARS course and then go off and do some rallying."

Not only does the school's pool of instructors bring real-world rally experience for students to learn from, but it also maintains the link as a venue for advanced driver coaching, providing gainful employment to – and valuable lessons from – some of the biggest names in the sport.

"We do a lot with Matt Edwards and David Higgins" says Caine. "They come here and do one-to-one with people in their own cars and that's quite a good step for someone, once they've got

their licence, to do something like that.

"We can do one-to-one as well on the stage, we've got all the stage furniture and help people get used to every aspect of going through a stage."

An additional facet at some schools, such as the Silverstone operation, is the opportunity to undertake your first rallies with the school. "We get a good turn-around rate from experiences that granny's bought you to getting the bug and coming back and going right through to rallying," says Silverstone's Ford.

"We have a fleet of one-litre Nissan Micras that you can arrive and drive with an instructor co-driving you. We run an academy here doing courses between one and three days for 14-to-17-year olds to look at driving, at nutrition, finding sponsors and the business of rallying to get the youngsters involved.

"But at any age, you can get your BARS, do your training, work on your technique and then go club rallying with us for around £2000 per event."

If the rallying bug bites hard

enough, the temptation is always there to strike out on your own and build or buy a car in which to compete regularly on the stages and, while schools do offer arrive-and-drive, they are also happy to counsel drivers on their next steps.

"The first thing I would tell anyone to do is join a motor club," says Caine. "If they do a course with us, and maybe an extra-intensive course, then probably a single-venue event is best to start with. It's a bit racy to go straight into the forest but people have done it. It's just quite hard to find an experienced co-driver to go with you straight away.

"The grassroots, like single-venue and road rallying, is where we need to draw attention to because there is less cost, you can do it as a family, everyone chips in as the service crew and they can watch the car all day as well."

For potential stars of the future, Formula 1000 is effectively the karting class of rallying in which youngsters from 14 to 17 years of age can compete in a safe and well managed series tailored to their age and experience.

"The thing about getting started

"A gift day can lead to a full rally attack"

John Caine



Grassi-Havnen (r) and Bell



in the sport is that it looks daunting but you meet the right people through clubs and events, you can get a cheap car and go rallying,” says F1000 champion and current BTRDA hotshoe Rob Wilson.

“I got a £2000 car and got a £200 trailer and went rallying. Rallying is a very accepting place, everyone enjoys the sport and they’re really friendly. It’s a nice place to be.”

One of the kingpins in Formula 1000 is the series technical officer, Gareth Hooper. “Some people build their own cars to keep the costs down although it doesn’t always work out cheaper, but you can get three good years out of them and then they become available.

“The Micras are the cheapest to buy but they’re still reasonably competitive and then you have the Citroen C1-type cars [including the Peugeot 106 and Toyota Aygo], and lately the Skoda Citigos have become very popular [with sister models the Seat Mii and Volkswagen Up!], but it’s largely down to budget,” Hooper explains.

“You can normally pick up a good Micra for £4000-£5000 but if you want a Citigo they’re £15,000-plus. It just depends on your budget, really. As with all motorsport.”

Being a hotbed for young talent and heavily-invested parents can be a cause of friction elsewhere in motorsport, but Hooper is proud of the congenial atmosphere that rallying enjoys.

“In karting – well, the parents can get a bit excitable,” Hooper

chuckles. “We don’t seem to get that in junior rallying: they can have a good fight in the cars but outside the cars it’s all mates, really. We’ve had drivers like Rob Wilson and Tommi Meadows who have gone on to bigger things and [M-Sport WRC driver] Gus Greensmith. We’ve about 15 registered at the moment for 2022, that makes a nice championship.”

Teenage whizzkids in one-litre cars are not the only ones who are looking to make a future in the sport, however. At the national finals for the FIA Rally Star competition, the arrival of a lot of gamers brought potential stars from the online world into their first real-world rally experience. Among them was musician, influencer and video producer Axel Grassi-Havnen, who is completely set on getting as far as he can in the sport.

“I discovered rallying through watching videos online,” he says. “Someone forwarded me clips of this insane extreme sport, and I was totally gripped by watching the cars, the skills, and also the environments in which they compete. Being out in nature, experiencing forests and snow and all these different elements whilst driving is what really made rallying just a revelation in my life.”

Grassi-Havnen went and got a BARS, but his approach from then on went off-piste compared to most youngsters. Without the funding needed to go rallying straight off the bat, he decided to put his media skills to work and forge his own way towards the top.



The Phil Price Rally School has a wide range of cars



Formula 1000 is the rallying equivalent of karting for teens

“I saw some videos of Ruairi Bell competing and he came across so brilliantly that I messaged him to ask him for advice – and he replied. To have someone who is working so hard at making his own path take time out and reply and build that relationship is really special, and he’s someone I cannot speak highly enough about: he’s just a lovely person.”

Bell himself took an unorthodox route into the sport, being raised in central London and therefore far from the heartland of Britain’s forests where the majority of the rally community lives and works.

“My dad was a co-driver in Ireland and Europe, so I knew the sport well but, yeah, London is hardly the focal point for the sport. Too many traffic lights round here!” Bell laughs.

After a brief foray into Formula 1000, he elected to go and compete in Spanish junior rallying to build up experience before returning to Britain to compete in the Junior World Rally Championship and, in 2021, put together a Junior British championship bid.

“I was slightly amazed that Axel dropped me a note, but it’s been

the start of a whole new approach to rallying for us both.”

Grassi-Havnen is now the anchorman for Bell’s prodigious social media output on Instagram and YouTube, shining a light on the sport to a new, young and growing audience. The importance of this aspect is pure gold to potential sponsors, which all young drivers must chase if they are to keep going in the sport.

“There’s a really big pressure to build your social media, keep the momentum,” says BTRDA hotshoe Rob Wilson, who now competes for likes and shares with Bell and other young drivers.

“I know that I’ve got the results in competition, but companies that you approach as sponsors also look at how many Instagram followers you have and how many YouTube videos you put out. You have to take much more of a marketing approach to agree how you will share your platform in return for the sponsorship.”

For Grassi-Havnen and Bell, their creative partnership on social media may yet lead the aspiring driver towards the drive that he so clearly craves.

“Working with Ruairi is just an incredible pleasure, and he’s been



Silverstone's rally school is able to hire out Nissan Micras

so generous with things like letting me try out his Fiesta R2,” Grassi-Havnen says.

“I’m delivering my best work and using every possible means to build the network that will help to get myself into a car and compete.

“One day I’d love to go up against Ruairi – just think of the content we could get from that! We’re working every day to make sure that his talent is recognised and for me to make a launchpad for my own career, and to be able to compete against each other one day would be the most incredible achievement.” ■

USEFUL CONTACTS

- Motorsport UK**
motorsportuk.org
- BTRDA** btrda.com
- Bill Gwynne Rally School**
billgwynne.com
- Forest Rally Experience**
forestrally.co.uk
- London Rally School**
rally-school.co.uk
- Phil Price Rally School**
philprice.co.uk
- Silverstone Rally School**
silverstonerally.co.uk
- Formula 1000 Rally Club**
formula1000.co.uk

GETTING STARTED IN MOTORSPORT

Photos: Tom Banks, 5 Nations BRX, World RX



The Dirt 2.0 rallycross game is impressively realistic



Swift Sport is one of the 5 Nations options for rookies



Wickens stepped from virtual to real rallycross

VIRTUAL REALITY: GETTING STARTED IN RALLYCROSS

Rallycross has unique challenges for starters, but esports is becoming a stepping stone as one young charger tells **Hal Ridge**

Entrenched in the make-up of rallycross is that while the discipline is a hybrid of circuit racing and rallying, it also is unlike either and absolutely unique.

The intense, short, action-filled races require a different mindset to competing in a 30-lap circuit race, or 50-mile rally, but the multi-surface discipline is also dissimilar to its on-and-off-track counterparts in that it's difficult, almost throughout Europe, to sample a rallycross car in a rallycross environment as a taster into the sport.

It is, of course, possible to test rallycross machinery, and a number of the single-make categories within the domestic rallycross structure, such as the Swift Sport and RX150 series, offer taster days for newcomers, but those are generally exclusively on either gravel or Tarmac.

Both the BTRDA Clubmans Rallycross Championship and

British Rallycross Championship 5 Nations Trophy run pre-season test days on actual rallycross tracks, but outside of that, unless you privately hire one of the four active rallycross circuits in the UK for testing, at a cost not really achievable for entry level newcomers just wanting to have a taste of what it's all about, it's difficult to get comprehensive first-hand, mixed-surface experience in a single lap, in advance of a race debut.

While that issue still needs a resolution to make sampling the sport more accessible to the masses, the growth in esports has had a significant effect on the accessibility of rallycross. While driving on rallies in games such as Codemasters' Dirt 2.0 is very good, it doesn't necessarily teach much about how a real-world rally actually works, and only a handful of stages are similar to those in real life. In the rallycross version of the same title, not only is the game impressively realistic in its physics and users drive cars that are raced in the real world, but it



RX150 is the fastest 5 Nations BRX single-make class

uses the same race format as World Rallycross Championship events, the real-world venues use the same joker laps, and the penalty system is at least similar to that in real life, along with teaching racecraft.

The advance in the technology has allowed competitors like 23-year-old Wesley Wickens a real insight into rallycross and an opportunity to sample the sport, virtually, before making a jump into real-world competition.

"I first got introduced to rallycross through watching the [BBC] Top Gear episode when

they did a special racing in a rallycross event at Lydden Hill in 2014," says Wickens. "That was one of the first times I'd seen Lydden on TV. It was a track I went to as a kid. I wasn't even aware of rallycross being a thing until then. I started watching World RX and realised how good rallycross was, then I went back and watched the Top Gear piece, they mentioned licenses and things you needed and I sort of picked it up from there. I went online and saw on the Clubmans Championship website what you needed and

what it all cost. Then I went and did all the esports stuff and had a great time, so decided that I needed to actually try it in real life."

Wickens quickly rose through the esports ranks, from playing in public lobbies to racing competitively, eventually making the semi-finals in the DiRT World Series Rallycross Championship. "When it [Dirt 2.0] first came out I was using a controller, then I got invited to join a team and realised if you get to the world series you have to use a steering wheel, so I had to make the adjustment to the steering wheel and got quicker and quicker," says Wickens.

Having increased his rallycross knowledge in the virtual world, Wickens decided to make the step into the discipline for real. He admits in the long run it would have been cheaper and more straightforward to buy an existing car, rather than doing as he did and building a BMW Mini himself for the single-make 5 Nations BRX support category. But still, he stands by the virtual experience being beneficial to his transition

into real-world motor racing.

"The first time I drove the car was at Lydden Hill in a media day," he explains. "The big difference [compared to virtual rallycross] was getting used to the bumps. But, other than that, the braking points, turn-in points, how the weight transfer works, was all the same. The Super 1600 cars on DiRT 2.0 always seem to wheelspin, and I feel like the [real-world] Minis, especially in a corner like the Devil's Elbow at Lydden, do exactly the same. It's really similar.

"The esports was really good for me because when it comes to driving, I already knew how I drive and I had a lot of experience racing online door-to-door with people. There's wasn't really the nerves for getting into it [real world], I was more just excited. The racing is very similar, in both [virtual and real-world] your heart is going a bit mental when you're that focused, but it's definitely more exhilarating in real life. Everyone in the sport has been very welcoming and helpful."

The rallycross options when starting out provide the perfect stepping-off points

For his real-world rallycross bow, Wesley Wickens chose the single-make BMW Mini series, one of four single-make categories within the British Rallycross Championship 5 Nations Trophy roster aimed at providing a home for newcomers, hobbyists, drivers on a career path and experienced racers looking for a weekend's fun alike. The Swift Sport series caters

for lightly modified 1600cc Suzuki Swift machines, and just like the lightly modified BMW Minis (that are powered by Cooper S 1600cc supercharged engines) cars can be built, bought or hired on a per-event or season basis. Swift series organiser Peter Gwynne Motorsport also provides driver tuition, plus hospitality at events as part of the package. The Junior

Rallycross Championship, for drivers aged between 14- and 17-years old is for similar machines, powered by 1300cc engines. The Mini class is overseen by the Bell Rallycross Team, and for 2021 a four-wheel-drive version of the class was introduced using the Mini R60 Countryman ALL4. The fastest of the single-make 5 Nations BRX classes is the RX150

category. The single-seater buggy, rear-wheel-drive machines are powered by a 1000cc motorbike engines, with six-speed sequential gearboxes, and set lap times only just shy of the headline four-wheel-drive 600bhp Supercar machines. They can also be bought or hired, and is operated by the RX Racing outfit, which also provides hospitality and tuition.

The BTRDA Clubmans Rallycross Championship is aimed at entry level competitors, and the regulations within its Production and Modified categories facilitate a range of engine capacities and modification levels, aimed at allowing drivers into the discipline who may have existing cars, requiring only minor modification. Some

teams rent out Production specification cars for those wanting to arrive-and-drive, while the paddock is renowned for its friendly nature and, for those with the ability to put their own car together from scratch, plenty of helpful advice can be sought at events, online forums and social media. The minimum Motorsport UK licence requirement for

competing in rallycross at an entry level is an RS Inter Club, so while drivers with an ARDS or BARS test can also compete it's not a necessity to get started. Driver equipment is the same requirement as for circuit racing or rallying at national level, including the use of a HANS device, while each competitor needs an onboard camera (GoPro or similar) for judicial purposes.

GETTING STARTED IN MOTORSPORT

Photos: mkpics.net, Mikey Godfrey Snaps, Matt Bull



The 1300 Stock Cars pack allows some contact



On the attack: Children can start in Ninja Karts



Rookie Rods: a great stepping-off point for newcomers

GETTING STARTED IN SHORT OVAL MOTORSPORT

The tracks are compact, but the action is intense. **Matt James** (with help from Hot Rod racer **Mikey Godfrey**) tells you all you need to know

Short oval motorsport not only provides some of the most intense competition on the British motorsport landscape, but it is also one of the easiest access points. There is something so pure about short oval racing.

Devoid of the motorhomes and posh hospitality areas (a few do exist), there is an ethos on the short ovals that it is the sport that comes first; it doesn't need all the frippery surrounding it to make it the show that it undoubtedly is.

Having said that, for all its honesty, the short oval racing world can be confusing for the uninitiated. There are myriad formulas and the jigsaw of how they all fit together can take a while to demystify. We've tried to cut through that and give an insight into the route to get involved, but there is simply no substitute for going to a meeting, walking around the pits and chatting to those involved. Everyone who takes part is enthusiastic and willing to help and it is worth using that as a first port of call. That is where the secrets are truly unlocked.

Why do it?

Short oval racing takes place near to home, it takes place every couple of weeks and it welcomes



The right kit is essential

allcomers. Far from being a red-tape-infused form of motorsport, it welcomes anyone who has the same passion.

The bars to entry, such as big budgets and the commitment to outlay before a driver gets involved, melt away. It is quick, it is competitive, and it is accessible.

The atmosphere in the pits is welcoming and no-one is a stranger for very long. If a driver waits more than 14 days for their next chance to prove their mettle, they've read the fixture list incorrectly...

Who to approach?

The majority of the headline short oval classes – and tracks – are operated by Spedeworth. It is, in effect, the equivalent of

Motorsport UK in its branch of the sport for most of the leading categories, although there are other operators and promoters who run their own formulae and championships. Skegness and Buxton, for example, have their own access points – as does the Autospeed body – but Spedeworth is the country's biggest and most prolific operator.

Once a potential competitor has gone to a meeting, one of the simplest points of reference is either chatting to a participant or turning to social media. All of the leading classes in the UK have popular and very active Facebook accounts, and the welcome interested parties get from even the simplest of questions is very warm. There is also the option to go to any of the motorsport shows (when they return) and express an interest.

Once initial contact has been made, there are several options and the most sensible one is the try-before-you-buy approach. Each category, even down to the lowest levels, have firms that will hire a car to a prospective competitor to give them a chance to sample a test day.

This is a crucial step, because it might not suit the driver or what they want from the sport. A hired car on a test day can answer all of those questions before the chequebook has been opened.

Picking a category

Which division a prospective racer wants to do is very much down to personal preference. Do you want to crash or not?

Rookie Rods, which is a saloon-based category, is a formula where contact is positively discouraged and would be the perfect stepping-off point for a driver who has their eyes on National Hot Rods.

If pushing to pass and using the bumper floats a driver's boat, then 1300cc Stock Cars are just the ticket. But these two are just a couple of examples amid so many different starting points.

Age is, of course, a major factor. Ministox, the starting point for those aged between 11 and 16, is run by Autospeed. Spedeworth has encouraged younger racers with the Ninja Kart initiative and drivers can start from the age of six. These are karts with roof-type bodywork and bumpers and rely upon momentum to teach younger racers the early steps of competition. Beyond that, there is a Junior Stock Car category which caters for 11- to 16-year-olds.

What do you need?

Safety is paramount in any form of racing and, aside from the vehicle itself, this is where the outlay ramps up. A crash helmet, which is available from most good stockists,

is a requirement. Drivers need fireproof gloves and boots.

AHANS device, which is a normal piece of kit in circuit racing, is not mandated but it is strongly advised in all forms of short oval sport, particularly in the more physical world of contact motorsport. One of the most important bits of equipment in a short oval race – and one that everyone must have – is a 'raceceiver'. A 'raceceiver' is a radio earpiece which connects the driver to race control and it costs around £100. Without one of these, you can't go racing.

How do I get a licence?

In circuit racing, there is a requirement to pass an official Association of Race Driving Schools (ARDS) benchmark, but it is much simpler in short ovals. In Ninja Karts for the youngest, there is a test where a driver will have to be scrutinised, but otherwise, just turn up and race.

There is a caveat to that though. While the entry fee is £25 across the board, any new driver will be watched closely, particularly over their first three meetings. They will have to start from the back of the grid, rather than be graded as will happen subsequently, and prove they have the mettle.

The pitfalls

The biggest friend, and also the biggest foe, are the officials. The simplest advice for any driver is to walk before trying to run. Listen to what is being told to you, particularly by the officials through the raceceiver – and make sure you line up in the right spot. Also, because the short oval show is a family environment and open to all, kids are welcome, but this is always remembered: participants must be respectful at all times. And we won't talk about tyre-logging at this point. That's any future participant's journey to enjoy...

USEFUL CONTACTS

Autospeed: autospeed.co.uk
Hardie Race Promotions: hardieracepromotions.co.uk
Mendips Raceway: mendipsraceway.com
Skegness Raceway: skegness-raceway.info
Spedeworth: spedeworth.co.uk

Crash helmets are crucial



SPORTING CALENDAR



National Hot Rods English Points Championship 2021-2022

RND	WHEN	WHERE
7	March 5	Ipswich
8	March 20	Hednesford
9	April 15	Skegness
10	April 18	Ipswich
11	April 20	Ipswich
12	May 2	Hednesford Hills
13	May 22	Aldershot
14	June 5	Hednesford Hills

Major Hot Rod Events

EVENT	WHEN	WHERE
European Championships	April 2	Lochgelly
Scottish Open	April 3	Lochgelly
Angle Rowe Thunder 500	June 18	Ipswich
Spedweekend World Final	July 2-3	Ipswich
British Championship	Sept 17-18	Aghadowey

BRISCA F1 qualifying rounds 2021-2022 season

RND	WHEN	WHERE
9	April 3	Hednesford Hills
10	April 9	Mildenhall
11	April 10	Northampton
12	April 23	King's Lynn
13	April 30	Buxton
14	May 7	Skegness
15	May 28	Bradford
16	June 3	Lochgelly
17	June 4	Cowdenbeath
18	June 12	Sheffield
19	June 18	Ipswich

Major BRISCA F1 events

EVENT	WHEN	WHERE
UK Open Championship	May 8	Skegness
Scottish Championship	June 4	Cowdenbeath
British Championship	June 25	Bradford
European Championship	July 24	Northampton
World Final, semi one	July 31	Sheffield
World Final, semi two	Aug 13	Skegness
World Cup	Aug 21	Venray, Holland
World Final	Sept 10	Ipswich
World Masters	Sept 11	Northampton



BRISCA F2 qualifying rounds 2021-2022 season

RND	WHEN	WHERE
1	March 5	King's Lynn
2	March 26	Bradford
3	April 3	Hednesford Hills
4	April 17	Bristol
5	April 30	Northampton
6	May 1	Mildenhall
7	May 15	Sheffield
8	May 28	Crimond
9	May 29	Cowdenbeath
10	July 2	Buxton
11	July 3	St Day
12	July 4	Taunton
13	July 14	Skegness

BRISCA F2 major events

EVENT	WHEN	WHERE
British Championship	May 22	Aldershot
Irish Open	June 12	Nutts Corner
Scottish Championship	June 26	Cowdenbeath
UK Championship	July 10	Skegness
European Championship	July 24	Northampton
World of Shale	August 6	Bradford
World Final, semi-finals	August 14	Buxton
English Open	August 21	St Day
World Final	Sept 3	King's Lynn



World Rallycross Championship

RND	WHEN	WHERE
1	July 2-3	Holjes, Sweden
2	July 30-31	Nurburgring, Germany
3-4	August 13-14	Hell, Norway
5-6	Sept 3-4	Riga, Latvia (TBC)
7-8	Sept 17-18	Montalegre, Portugal
9-10	Oct 8-9	Spa-Francorchamps, Belgium
11-12	Nov TBA	Killamey, South Africa

5 Nations British Rallycross Championship

MTG	WHEN	WHERE
1	April 16	Lydden Hill
2	April 18	Lydden Hill
3	May 14-15	Pembrey
4	June 4-5	Mondello Park
5	August 27	Pembrey
6	August 29	Pembrey
7	October 15-16	Dreux, France
8	November 5-6	Lydden Hill



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SCENE

2022



BTRDA Rallycross Championship

RND	WHEN	WHERE
1	March 27	Blyton Park
2-3	April 23-24	Pembrey
4	May 28	Lydden Hill
5	June 26	Blyton Park
6-7	Sept 17-18	Pembrey
8	October 23	Knockhill

Irish Rallycross Championship

RND	WHEN	WHERE
1	February 13	Mondello Park
2	March 6	Mondello Park
3-4	June 4-5	Mondello Park
5	October 30	Mondello Park
6	November 13	Mondello Park
7	December 11	Mondello Park



British Hillclimb Championship

MTG	WHEN	WHERE
1	April 23-24	Prescott
2	April 30	Craigantlet
3	May 7-8	Harewood
4	May 28-29	Gurston Down
5	June 4-5	Shelsley Walsh
6	June 18-19	Doune
7	July 3	Harewood
8	July 13	Bouley Bay
9	July 16	Val des Terres
10	July 30-31	Wiscombe Park
11	August 13-14	Shelsley Walsh
12	Sept 3-4	Prescott
13	Sept 24-25	Loton Park

British Sprint Championship

MTG	WHEN	WHERE
1	March 26	Cadwell Park
2	April 2-3	Anglesey
3	May 14-15	Blyton Park
4	June 4-5	Pembrey
5	July 16	Lydden
6	August 6-7	Kirkistown
7	August 27	Snetterton
8	Sept 4	Knockhill
9	Sept 24-25	Blyton
10	October 1-2	Anglesey
11	October 8	Castle Combe

Sporting Trials

RND	WHEN	WHERE
1	February 6	JB Taylor Trial, Maidstone
2	February 20	Geoff Taylor Trial, nr Shifnal
3	March 6	Walsingham Trial, Petersfield
4	March 19	Whiteman's Trial, Northern Ireland
5	March 27	President's Trial, Petersfield
6	April 9	Stuart Butterfield Trial, Edenhall
7	April 10	Stonetrough Trial, Edenhall
8	April 24	Peter Blankstone Trial, Shelsley Walsh
9	May 1	Jigger Jug Trial, Croglin 2
10	May 2	Raymond Baxter Trial, Hartside
11	May 8	Four Turnings Trial, Bodmin
12	May 22	Pennine Trial, TBC
13	June 5	Jacobean Trial, Long Compton

SUMMER BREAK

14	September 4	Robin Jager Trial, Ings
15	September 10	Robin Alexander Trial, Bude
16	September 11	David Ayres Trial, Camelford
17	September 25	Pete Fear Trial, Linton
18	October 9	John Southern Trial, Gale Hall
19	October 16	Mercian Trial, Long Compton
20	October 29	English Visitors Trial, Larne, Northern Ireland
21	October 30	Tweeds Trial, Larne, Northern Ireland
22	November 6	Tulleys Trial, Crawley
23	November 13	Roy Fedden Trial, TBC
24	November 20	Johnstone Trial, Grantham
25	December 4	Gloucester Trial, Stroud

Drag Racing

Motorsport UK British Drag Racing Championship

RND	WHEN	WHERE
1	April 15-17	Santa Pod
2	May 26-29	Santa Pod
3	July 2-3	Santa Pod
4	July 22-24	Santa Pod
5	Sept 8-11	Santa Pod
6	Sept 24-25	Santa Pod



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GETTING STARTED IN MOTORSPORT

Photos: Kartpix.net, Jakob Ebrey



Motorsport UK's Dan Parker has plenty of kart pointers



Do not skip trying out hire karting as your first stage



Argenti boss Meadows says enjoyment is key

THE FIRST STEPS: GETTING STARTED IN KARTING

Karting is the classic place to start racing, but as **Stephen Lickorish** explains there are things to think about in advance

Karting is widely regarded as the place to first hone racecraft when getting into motorsport. After all, it is the only discipline where children as young as six – in the Bambino classes – are able to compete. But, even though it is a well-recognised entry point, that does not mean it is easy to be competitive from the start. Instead, there are a number of potential pitfalls that need to be avoided.

Before even embarking on the journey into short-circuit karting, at whichever age, it is vital to make sure karting is right for you or your child. It can get quite expensive quite quickly and some preparation is needed before jumping in at the deep end. And the best place to practice is with indoor arrive-and-drive karting.

"It's really important to do your apprenticeship in hire karts," says Motorsport UK's karting manager Dan Parker. "Go and get good at that before you go out and buy any equipment. It's far easier to use hired equipment, it's easier on time and budget to learn your racecraft."

It may seem an obvious piece of advice but that does not make it any less worthwhile. And, at this stage, it is essential you massively enjoy the experience of karting – even after multiple visits to rental

facilities. "It's the same with any sport, give it a go in the most economical way you can and see if you enjoy it," advises double Porsche Carrera Cup GB champion Michael Meadows, whose Argenti Motorsport squad runs drivers in karts as well as cars in British Formula 4. "Do that a few times and see if you still enjoy it as much the 10th time as you did the first time."

"It's all got to be about enjoyment. Even karting at a low level is expensive compared to playing football or golf at that level – you have to make sure you really want to do it. There's a point when it becomes serious but, certainly when you're starting out, it's got to be fun and the fun of learning a new skill and meeting new people is all part of karting."

If you are indeed finding the experience behind the wheel thrilling and are hooked by the desire to improve, then it is time to take the first steps into getting on to a Motorsport UK-licensed karting track. An important starting point is buying the necessary equipment. As well as the important process of choosing a kart, just like car racing there are various safety items that need to be purchased first. These include overalls, helmet, gloves and ankle-covering boots. It may serve a slightly different purpose than the fire-resistant race suits used in car racing, but it is still important that fully CIK-homologated (the world karting governing body) overalls are



There are karting categories for all ages, up to Senior

used. And Parker stresses that all equipment should be bought from a reputable trader rather than online.

That same advice is also relevant when it comes to buying a kart and engine. "Don't buy anything off eBay or other auction sites because you don't know its history – it might've been crashed," explains Parker. "If you buy a kart from a reputable kart team with an entrants' licence they might have second-hand, used equipment that you know the history of and has been well maintained."

Before buying either a new or second-hand kart, it is important to get in contact with your local kart club to check which manufacturer's products are used in their series. It varies significantly across the country and also by age group. There are five distinct categories of karting:

Bambino (six to eight year-olds), Cadets (8-12), Mini (11-14), Junior (13-16) and Senior (16+), and the majority of clubs will cater for the entire age range. "Lots of kart dealers are based at kart tracks and have dedicated kart shops," continues Parker. "You can't beat face-to-face interaction with people before you take the plunge."

Another important point is the kart and engine only provide so much of the on-track performance, ultimately it comes down to the driver themselves. "Don't spend a fortune on engines and equipment," recommends Parker. "There will be a lot more time in the kid or driver than a new engine. Until they can be within a tenth of a second for 10 laps, there's not much point getting different equipment. The driver is the most important part of that package."

Once you have got all the equipment you need and know which series you are entering, it can be tempting to undertake an ARKS test so you can start racing straight away. But Parker recommends some extensive practice before doing so.

"If you turned up just to do an event when you've just got the kart, that wouldn't be a good experience for you," he says. "You need to be able to drive round competently and confidently without spinning off. Most clubs have open practice days on Saturdays or in the week in half term."

"For your first practice don't go to PFi or Whilton Mill on a Saturday when it's heaving with people, go to a smaller local circuit and get lots of laps without 30 karts around you all the time. If you can drive round all day without spinning and at a reasonably comfortable pace, you would be able to think about getting your ARKS test."

Just as with driving on the road or competing in a car, there is a test that needs completing before you can be unleashed into the short-circuit racing environment. The ARKS test costs £98 and many kart clubs and tracks have schools that can help guide you through the process. The test itself involves a written element to assess your understanding of warning flags and safety procedures, along with a driving test to ensure you are ready to hit the tracks.

At this point, when ready to

make the jump into competition, there is another key decision to make: whether to run with an established team or have the support of family and friends to run the kart yourself.

Going it alone obviously brings cost savings, but Parker notes "a lot of people who run their kids have got experience of motorsport". However, if you go down the team route, he says it is important not to get into any long-term agreements at this early stage. "Recognised teams will have an entrants' licence and that means they're DBS checked and have gone through our system of checking they've got insurance and everything in place," states Parker. "You need to make sure you like the team and you're only paying as you go to start with as you're finding your feet. Most people tend to go through a couple of teams when they first start so it's important you don't get into long-term contracts."

Now, with everything in place, the karting grid awaits. For the first five events, novice drivers will have to start at the back with black plates as they learn the ropes. There is often a rapid rate of improvement in this initial phase, which can be incredibly rewarding. "At the start, you're constantly improving and every day you go out and you're closer to the top guys," says Meadows. And, having completed the correct preparation, who knows how far that motorsport journey could take you. ■

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GETTING STARTED IN MOTORSPORT

TEENAGE KICKS: GETTING STARTED

Graham Keilloh looks at the UK's diverse quartet of junior circuit racing championships available

There can hardly have ever been a better time than now for budding racers in the UK to get out on track early racing cars for real. You can do just that from as young as 14 years of age, in one of the country's specialist junior championships.

Governing body Motorsport UK is strict with its awarding of junior championship licenses and, with it, exacting in their required standards – understandable given everything. For this country's racers aged 14-plus there are currently four junior championship options, each with their own prospectus.

Motorsport News outlines the pros, and perhaps some cons, of each in turn.



Norris started in Ginettas



F4 winner Loake is among Fiesta Junior's graduates

FIESTA JUNIOR CHAMPIONSHIP

The British Racing and Sports Car Club's Fiesta Junior Championship celebrates its 10th anniversary this year and the championship's alumni include British Touring Car Championship race-winner Aiden Moffat and British Formula 4 race-winner Joseph Loake.

And the on-track racing on its 16-race calendar is only part of what it offers young drivers. "I'm a teacher, so I take the education of children very seriously," coordinator Laura Payne tells Motorsport News.

"We teach them the right way, how to be respectful on the race track and develop their skills."

"We give them a good foundation by giving them the experiences and having visitors come and talk to them and things. We did a really nice activity last year when one of our safety car drivers came and did a quiz with them and it was so much fun, but it taught them something as well."

This year, Fiesta Junior's next-generation car makes its bow. It's based on the 1.6 Sigma-engined Mk7 Fiesta Zetec S,

and will initially race alongside the incumbent Mk6 ST150 model. Build kits and fully built cars are now available with Cooksport, BTCC star Josh Cook's organisation, supplying the new-spec parts. And Cooksport will pay the entry fees this year of those racing the next-gen car.

The championship has also nipped in the bud its previous major weak point of small grids, which as recently as 2019 dipped as low as four.

"We've got a consistent 12 to 17 cars over the last couple of

years," Payne explains. "With the new car the future's really looking really bright. I'm confident that I'm going to have a steady 15 at least [this year], but I'm hoping for 20."

"A lot of people said [before] 'oh we didn't know that you existed', and what we did was just get the name out a bit more. Somebody said to me last week that it was the hidden gem that no-one knew about."

Payne believes too that the cost of competing in Fiesta Junior is comparable with the Citroen Saxo-based Junior

Saloon Car Championship, commonly viewed as leading on junior championship cost effectiveness.

"I think it's a misconception from the past [that Fiesta costs more]," she says, "it's pretty much on par to the Saxos. Our registration fee is actually a lot lower than the Saxos, our entry fees I think they're [slightly] more but if you average that out with the registration fee then it's much of a muchness. Then it's only the cost of the car that's the difference but when you sell the car you get that back anyway."

GINETTA JUNIOR CHAMPIONSHIP



Ginetta Junior is on BTCC's TV package

Ginetta Junior is the UK's highest-profile junior championship, with its packed frenetic races taking pride of place on the British Touring Car Championship package and getting exposure on ITV's all-Sunday television coverage.

This year the Ginetta Junior championship has 25 races, with most meetings squeezing in three contests.

And there are reasons for Ginetta Junior's popularity. "The racing's so close, it gets you to learn quicker," championship coordinator Steph Bush tells Motorsport News. "You pick things up quicker because of the sheer amount of races and the ability to learn and adapt to every situation; we go from being a race with absolutely no incidents to maybe multiple red flags, safety cars, yellow flags, all sorts of stuff."

Since Ginetta Junior launched

in 2011 it has Formula 1 star Lando Norris among its pupils, along with Jamie Chadwick and Tom Ingram. And the star names, plus the range of places they end up, is likely not a coincidence.

"Most people are saying once you can learn in a [Ginetta] Junior car you're pretty much set up for life in terms of racing," Bush adds. "It can develop you into anything."

The championship's G40 car also aids development. "It's a great first car," Bush explains. "You're topped at 100bhp, it's fairly light, 830kg. It's not the easiest thing to drive, a lot of juniors will jump into a Supercup car and be like 'this is well easy compared to the Junior', but it really hones their skills."

"It's a little bit more forgiving [than quicker cars], but it really makes you adapt as a driver from karting. It's not too quick,

it's quick enough to learn, you're not getting too much from the car in terms of help."

But the flipside of all this is that Ginetta is the most expensive of the UK's junior championships, with an annual budget of around £100,000-150,000, including a car and depending on testing.

There is however some mitigation as Ginetta Junior also holds an annual scholarship contest, wherein more than 60 drivers compete for a place on the following season's grid.

Ginetta Junior's ITV exposure also helps raising sponsor budget. "We have got a really great platform to offer that from ITV," Bush says, "we have our sim, we have our test track, we have hospitality on site, we've got multiple chances for drivers of across all boards to deal with their sponsors and offer things that [are] not very common, it is a massive thing."

IN JUNIOR CIRCUIT RACING

for competitors from the age of 14

Photos: Steve Jones, Jakob Ebrey

JUNIOR SALOON CAR CHAMPIONSHIP



JSCC has value for money and strong standards

For Dave Beecroft, championship coordinator of the Citroën Saxo-based Junior Saloon Car Championship, JSCC's main selling point is clear. "It's an opportunity for young drivers to get on track at the most cost-effective price, we are by far the most cost-effective championship," Beecroft tells Motorsport News. "The cars are relatively cheap, they're relatively cheap to repair, they

have a long life, it's just very good value. "[JSCC] cars are selling for about £10,000, if you look after it you'll sell it again for £10,000, a lad-and-dad team you can expect to spend between £15,000 and £20,000, certainly no more. The only way you can spend more money is if you're doing a lot more testing. If you're running with a team you'd expect to spend £30,000-35,000." JSCC has been running in its

current guise since 2014 with the British Automobile Racing Club, and this year offers a 24-race schedule across 10 meetings. "The little Citroën that we use, it's not too big, not too small, the right amount of power for junior drivers," Beecroft continues. "It's front-wheel drive so it's quite a benign car to drive, it's a basic H-pattern gearbox so they get the basics, they're not too heavy for the smaller younger

children. They're very very robust, and that improves the longevity. The engines are bomb proof. "Last year we had 38 kids registered for the championship, we didn't quite get a grid of over 30, we're quite confident that we'll get a grid of over 30 this year." The championship has also become known for its high driving standards, having previously been

viewed as poor in this area. "We have a permanent clerk of the course, Vicky McClinton's been with us six years," Beecroft explains, "driving standards are the key thing and if you watch the racing we have kids that can do a whole lap of the circuit absolutely side by side without knocking the door mirror off. "If there's no contact everybody enjoys it more, so it's a win-win situation, and the

mums and dads appreciate what we do to get the driving standards up." JSCC also has an annual scholarship offering a fully funded season. The latest was won recently by Jack James via the multi-faceted shootout at Croft. "The standard we have in the scholarship it just gets better every year," Beecroft notes. "We don't just base it on who the fastest person is, it's the overall personality."

SCOTTISH JUNIOR BMW CHAMPIONSHIP



SMRC has a new junior contest for the BMW 116i

This year the available UK junior circuit racing championships becomes a quartet, as the Scottish Junior BMW Championship is new on the scene. And it's new in other senses as well. Even with Scotland's rich heritage of developing driving talent, this will be the country's first junior championship. Also with the BMW 116i (2004-2006), it will be the only budget rear-wheel-drive junior championship. "It's filling a gap in the market, the UK market, not just the Scotland market," championship representative Emily Glanvill tells Motorsport News. The championship will be run by the Scottish Motor Racing Club, on its primarily Knockhill-based calendar (though this year there's a Cadwell Park away day meeting too). The inaugural junior contest will start with a 'soft launch', with it running open test sessions instead of races at 2022's opening meetings. These will build up to a 'mini championship' of races planned for the final two rounds of the season, before the first full championship in 2023. The meeting format is set to be a 12-minute qualifying session plus two 12-lap races, all taking place on a Sunday, easing costs and logistics. As for the open tests, "we've

gone through loads of talks with Knockhill to really push to make this open to everyone between the ages of 14 and 17, we wanted to make it really accessible," explains Glanvill. Indeed, even if you don't have your own car fear not as the club will bring its own car that you can hire 30 minutes in during the hour-long test. You won't even need an ARDS licence, plus there will be an instructor alongside you. "So basically all you need to do is sign up. It's no experience required, no kit required, just bring yourself," Glanvill says. The championship's build kit comes from Raceworx, and you can either install it to your donor car yourself or Raceworx can do it, though for safety reasons the rollcage has to be installed by Raceworx in all cases. Glanvill also brings wide experience as a racer including in junior championships as she won the Junior Saloon Car Championship's 2016 scholarship. "Certainly when I was in JSCC they really nailed the paddock atmosphere and getting that balance of fun but also serious," Glanvill notes, "so it will be really important to get the families together, get the drivers together and make sure that we get that atmosphere right, that's my main goal."



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GETTING STARTED IN MOTORSPORT

Photos: Ben Lawrence, Paul Lawrence



HSCC's Historic Road Sports is perfect for novices



There are single-seater options, albeit for more cost



Austin 7s can be a great place to start in racing

BACK TO THE FUTURE: GETTING STARTED IN HISTORIC RACING

Historic racing can be a great place for newcomers, and **Paul Lawrence** outlines the things to consider

For first-year novices, or veterans with decades of experience, historic racing can be a great place to go racing.

However, getting started in historic racing does have its challenges. Historic racing is a welcoming, friendly and supportive environment for newcomers, where they will be helped and guided as much as they need through the processes of getting onto the grid. Once on track, standards of driving are generally high and cars with a novice cross on the back are given a little bit more room and a little bit more leeway when the quicker guys are coming through.

The flipside of historic racing though is that car values can be high and out of reach of the ordinary person in the street who wants to make a start. Sure, there are some categories where a sub-£10,000 car will get you onto the grid, although it may not be a truly competitive proposition. In some categories, even those that could be suitable for a newcomer, car prices can be much higher. Of course, if car prices are high to start with they will generally stay high and a car that is well maintained and given some good results can even grow in value over a season or two.

In some of the more prominent historic racing categories car

values can readily reach six figures, and it is unlikely that they will ever come down again. But that should not necessarily be a bar for those keen to start in historic racing. Historics offers a chance to race great cars that demand tremendous driver input, from an era when aerodynamics, tyres and gearboxes were far removed from today's technology.

So if you want a car sliding around, some good close action and a real sense of driver involvement, historic racing is well worth a look. It also is an incredibly broad church: using cars from long before World War Two running right up to the 1990s.

In its entry-level categories, a number stand out as being accessible and relatively affordable. Starting with the oldest cars, the Vintage Sports-Car Club runs a very successful series of race meetings, where cars vary from humble Austin 7s to fabulous pre-war grand prix cars. At the lower end of the scale, Austin 7s and similar are affordable and available, and can be a great way to start historic racing.

In many cases, within the VSCC and other clubs, racing can be a family affair where sons and daughters of existing racers start in the family car or cars. The VSCC should also be applauded for its drive to encourage drivers under the age of 30 and a dedicated race for



There are many options to race pre-'66 cars like the MGB

sub-30 year-olds has already been run with great success. It is an initiative likely to be repeated.

The Historic Sports Car Club moves the story into the post-war years, notably 1960s '70s and '80s, and it has several categories that are ideal for those starting on modest resources. 70s Road Sports and Historic Road Sports (for the pre '70 cars) offer great competition across a range of classes and tremendous camaraderie, and are perfect for novices.

In Road Sports, for cars in close to standard trim but with some permitted modifications, you will be able to get onto the grid for under £10,000, particularly if you're happy to do some work on a project or run a car in one of the smaller-capacity classes. The HSCC's new 80s Production Sports and GT category also stands out as a great place to get started, although so far support has been limited. Hopefully it will grow

over the coming years to be an ideal entry level category with a good supply of affordable cars.

For those seeking a start in single-seater racing, historic racing is generally more expensive in terms of capital outlay. Historic Formula Ford, for the pre '72 cars from the HSCC, can be an ideal starter-level category. But car values are considerably higher: a race-ready and competitive Historic Formula Ford will be in the region of £30,000. Classic Formula Ford, for the pre '82 cars, can be more affordable and is another great place to start.

Historic Touring Cars, where Minis and Imps compete in the lower classes, can be appealing and for those looking to make a start in a slicks-and-wings single-seater category the HSCC's very successful Historic Formula Ford 2000 championship is a real winner. Remarkably, car values here are generally less than they are in

Historic Formula Ford 1600.

The Classic Sports Car Club is another friendly and welcoming place to get started, usually with a series of longer, and often two-driver, races. Categories such as Future Classics and Classic K, for pre '66 cars complying with FIA Category K regulations, are realistic starter-level categories. Meanwhile, options to race a pre '66 sportscar such as an MGB are many and varied, including with Equipe Classic Racing.

Groups like Masters Historic Racing and Motor Racing Legends run some fantastic higher-profile race series and novices can be part of this. But the level of investment and initial outlay is generally higher as the cars involved will be more expensive. Starting at this level will typically happen with a professional race team and possibly a driver coach, so costs are inevitably higher.

A drawback for those looking to start in historics is the relative lack of arrive-and-drive-type race hire deals. Though there are many excellent professional race teams in historic racing, most of them are geared up to run cars on behalf of customers rather than offer cars for hire for a single race or series of races.

Hire cars can be found for categories such as Historic Formula Ford, Classic Formula Ford and Historic Formula Ford 2000. But they are not the norm, like they can be in current one-make or entry level contemporary

racing classes. Renting a historic race car for a single event is pretty unusual.

In reality, there are three main options for newcomers to historic racing. If you are mechanically competent and chose one of the classes for less-developed cars, you can run it yourself. Once the initial car is purchased, a season's running costs could be as low as £5000 for half a dozen events.

If you are fortunate to have supportive and technically minded friends, you can run it on a self-help basis, or you can go to a professional team. The latter option, of course, will push the budget up considerably.

In terms of licences and safety equipment, historic racing is little different to modern racing and some of the higher-level classes and bigger European race meetings require an international race licence. When it comes to safety equipment, the best simple advice is to buy the best kit you can afford but note that frontal head restraint devices (including HANS) are only advised and not mandated for cars built before 1976. Remember, notably in Pre-War cars, seat belts and roll hoops are rare.

Historic racing is a fabulous element of motor racing and any newcomers are guaranteed a warm and supportive welcome. It is not cheap – no branch of racing is – but the cars do not generally depreciate and racing them will give you the best fun ever. ■

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COLUMNIST

EMMA SPEARING



Prolific motorsport PR explains how you can pursue a career in this area

To work in motorsport takes a special kind of person. You've got to have the passion and dedication behind what you're doing, and this applies to working in motorsport PR, communications and social media.

This is because if you're looking for a nine to five, it's not for you. You have to be willing to work weeks on end with very little time with your family and very little sleep sometimes. But the rewards you get and the community that you get to work within far outweigh that.

As well as needing passion, dedication and endurance, you need creativity and the ability to think on your toes 24-7. You also need a good sense of humour.

Learn and read as much as you can – who's who, who's doing what. Beyond all, you need the ability to build and nurture relationships at all levels. And don't be afraid to speak to people: although we're a busy bunch we're an approachable bunch.

There are now plenty of university courses that are specifically tailored for PR, marketing and social media, and if you can't go that route there are some fantastic opportunities at Diploma level.

It doesn't have to be about the university route, it can be that you graft your way up which is what I did. Experience is key. If you can get yourself in to shadowing somebody, working events, that's how you really impress people.

I was 10 weeks old when I went to my first British Grand Prix. My late father Adrian Spearing ran his own garage business and there from the age of three I could be found in a pair of overalls with a spanner in hand.

Childhood weekends would be spent watching racing and my brother Simon started karting in 1988. My dad was a scrutineer, while I would sign on drivers when I wasn't meticulously recording lap times and set-up changes.

I knew I wanted a career at the top of motorsport and I was very good at English, so I looked to people I could emulate. Ann



Spearing works with Brabham

Bradshaw, who was managing Williams' PR, was amazing. I followed everything she did and what was brought out by the team, trying to learn. She also was a figurehead to believe it was possible for a woman to work in the sport.

University wasn't an option for me, so I had to find a different way to achieve my dream. I earned a Distinction in Public Relations at Diploma level at my local college despite suffering a long-term illness, and while studying I wrote to any motorsport PR agency, Formula 1 or British Touring Car Championship team PR I could find, asking for advice and unpaid work experience.

Andrew Marriott, then at CSS Promotions, not only replied but kept in touch, and years later he offered me a work experience placement. The two weeks turned into three months and I then landed a job as a PR account executive outside motorsport managing over 15 prestigious clients. All the while I was still working for free where I could in motorsport.

Less than two years later I was head-hunted by motorsport PR agency PRISM, which was a dream come true, working in Ford Focus WRC and Ford Mondeo BTCC, Formula Ford and Fiesta championships. I also launched the Ford Racing Zip Young Guns that included Oliver Turvey and Gary Paffett.

Not long later I created my own PR company, Hazel PR, and since I've worked with many world-class people, teams and other entities. This includes 15 years working with David Brabham and the Brabham family.

This year I became only the second-ever person to manage the Autosport Awards, I'm taking on a new role as the GT2 European Series press officer, and I will also work on the Spa 24 Hours' social media team alongside ex-Motorsport News deputy editor Rob Ladbroke who I helped to mentor.

As you can probably also tell from this, the motorsport PR role these days is very diverse. It's not just being able to write, you need to manage and the role now includes digital media and being able to create content; even graphics and video.

The best thing about the role is the people and the passion. There's some wonderful people who started as work colleagues who I would now call lifelong friends. The times that you have with those people makes it a very close community. It is also a supportive community. And there's the laughter.

When I hang up my laptop it will be the memories and the laughter that I remember over the hard work and that makes it worthwhile.



Ann Bradshaw (right) was a big inspiration



Race weekends can be long, but are rewarding

Experience is key: shadowing somebody and working events will impress people

FEATURE

HOW THE SINGLE-MINDED FOCUS DOMINATED THE TIN-TOP LANDSCAPE

David Addison explores the mass market and the curiosities of one-make racing in the UK



The TVR Tuscan Challenge was a crowd favourite



Steve Waudby was a title winner in the popular Renault Clio Cup



Ford found one-make racing a good way of promoting products

These days, the motorsport landscape is full of one-make championships, be them race or rally. Many, certainly at a high level, are manufacturer-backed and funded and at the brand's mercy when it comes to changes of car or policy. Whereas at club level, one-make categories abound, often for older, homeless cars.

Some of the one-make race championships have been less than successful whereas some of have stood the test of time. There have been some curiosities and missed hits while others are still going strong. Of course, it was always marketed as the level playing field: you all have the same car so driver talent will out, but national racing veteran Ian Flux disagrees. He has raced in Rovers and was a champion in mighty TVR Tuscan Challenge.

"The first thing you do in any one-make category is read the rulebook and find out what you can exploit," he explains. "The premise that everyone is in the same cars and it is all about the drivers is great, but this is a long way from the truth. It is about the smartest engineers and drivers. They will always win out."

"The cars might be bolted together the same, but it never works like that. One will have a better engine, one will have better

suspension: nothing is ever identical."

The best one-make championship? Depends on your criteria, but for many it is the TVR Tuscan Challenge that launched in 1989. Suddenly, one-make racing changed from hot-hatches to big, lairy sports cars that handled like an excited gibbon on a rocking boat. They were loud, brash, hard to control, gave good racing and grids boomed in the 1990s as the class ran at high-profile events and attracted top national racers of the time. An engine change from the venerable Rover V8 to the AJP8 engine changed the sound a little but certainly didn't affect the racing.

Alternatively, the Mini Se7en Racing Club's Se7en and Miglia classes must be candidates. Bear in mind that when the M7RC and 750MC got together in 1966 to promote a low-cost saloon car formula, they could little expect that it would still be booming in 2022. Originally run for 850cc cars (Se7ens) and 1000cc engines for Miglias, the M7RC has evolved without losing its ethos: one-litre engines now hide under the Se7ens bonnets and 1300cc powerplant for the Migs, while other classes have been introduced to encourage new drivers. And on top of that the club has a wonderful social side, loyal members that have been part of the scene for decades, and an archive run by Richard Williamson that is second to none. For close racing, organisation and camaraderie, the Mini Se7en Racing Club Championships take the top spot.

In the modern era, the current Mini has

to gain kudos for volume of cars, but also offers a snapshot of how promoted one-make racing has changed. Gone are the days of an entry of Dave Loudouns, Paul Tafts and Rob Halls with one-make titles aplenty to a grid of Ginetta Junior or karting graduates. There was much discussion on ITV at Knockhill about poor driving standards caused by the absence of a second green flag lap, but it is as much inexperience of the people driving machines that are proper race-bred touring cars.

Contrast that with one-make racing in the 1970s. One of the most successful categories was the Renault 5 Championship, launched in 1974 with the 954cc 5TL. The cars were proper road cars, bog-standard and leaned terrifyingly on their suspension, but if they stayed the right way up, they were good road cars. Loudoun reminisces still about being a Snap-On Tools salesman and his race car also being his mobile sales office during the week.

The 5TS came along in 1976, all 1293cc of it, and Neil McGrath was the man to beat to the extent that he won the title so often that Renault introduced a rule that prevented the champion from returning! After the 5 came the 5 Turbo in 1985, a delayed start to the championship as the cars had to arrive from France, giving honours in the opening race to then-Zakspeed Formula 1 driver Jonathan Palmer. Steve Hine followed Rob Hall as champion in 1986 before Barrie



The Metro Turbo series helped bolster the model



The Renault 5TS cars provided much action

Williams took the '87 title, the cars delivering excellent racing and with the full backing of Renault.

The championship took one-make racing to a new level as drivers suddenly all had matching Renault overalls, there was uniformity of championship decals and number panels and a more professional look set the standard. Renault also embraced PR, to the extent that it provided cars for the opening Birmingham Superprix with a Pro-Am celebrity race in Austin Rover's backyard. Many thought ARG had missed an opportunity.

Renault changed the 5 Turbo for the Clio in 1991, then the Spider, then the Clio... then another Clio and eventually stopped its UK programme, although the Clio Cup is booming in Europe.

Against the Renault model was the Metro Challenge that had grown out of

the Mini 1275 GT Challenge of 1979-80, initially with the Austin Metro and then the MG Metro and ultimately the Turbo. A major selling point of the Metro Challenge was a slot on the support programme for the British Grand Prix at Silverstone as it was a BRDC-administered championship and in 1985 it gave one of its best ever races: filmed by the BBC, and in weather conditions that changed at different parts of the circuit at different times, Paul Taft lined up at the back of the grid having been excluded from qualifying for a technical infringement over the subframe. A new one was found and Taft set off from stone last, coming through to win the race as cars skated off the road in the hail. It was Taft at his one-make best.

After the Turbo came the Rover 216 GTi and then the 220 Turbo which was big on marketing and low on overtaking,

the cars tending to overheat when they ran too close together...

Ford was another key player in the one-make market, starting with its Escort Mexico Challenge before turning its attention to the Fiesta. The late Stuart McCrudden had raced one briefly in the British Saloon Car Championship but found the 1300cc example uncompetitive against the Mini 1275GT so suggested that Ford might want to have a grid full of the Mark 1 Fiestas, in which they couldn't fail to win.

The championship grew under his organisation and introduced a two-driver pitstop race at Oulton Park, but a real coup came in 1984 when BBC broadcaster Mike Smith was tempted on to the grid. That meant that for the Easter Monday live coverage from Thruxton viewers had European F2, British F3 and... the Ford Fiesta Challenge. The British Saloon Car Championship, also on the timetable, was ignored. Think of TV today and read that last sentence again! That Smith tangled with Anthony Pownall passing the pits, spearing Stockport's Pownall into the barriers, mattered little as it made for good TV and Ford executives had a major advertising slot.

Fiestas of all shapes and models came with the Ford marketing arm pushing for the latest iteration being the main championship. The older cars, just as had the Metros and Renaults, carried on in club-level championships and as the cars



Gaining an advantage: Fluxie

"The first thing to do is read the rulebook thoroughly"

Ian Flux

Photos: Gary Hawkins, Motorsport Images, David Addison



Ford Fiesta champion Rob Hall goes for a wild ride at Mallory Park



Old hand Dave Loudon returned in the Renault Clio UK Cup

dwindled in numbers, the BRSCC scooped all the ailing classes into the Super Coupe Cup. Actually, that wasn't a totally fresh idea: back in 1983 when John Webb gained the European Grand Prix at the 11th hour he needed support races. One idea was a one-make pursuit race in which a group of Minis, Renault 5TS, Fiestas and Dutch Toyota Corollas were released at intervals, like a handicap race. The Dutch Toyotas were the quickest, Evert Bolderheij taking the win. The idea was oft-repeated at truck meetings and the TOCA Shootout as a non-championship filler.

Other championships have come and gone at the whim of manufacturers or by competitor support and the lack thereof. One that lasted a season was a pure marketing idea, the Faberge Ladies Fiesta Challenge, won by Guenda Eadie against the likes of Louise Aitken-Walker. The series was a mix of races and rallies and ran for just one season, marketing kudos earned. And people thought W Series was a new idea...

Saab had a go with its 900 Turbo model, the somewhat angular cars chomping tyres and grids never really reaching sustainable levels. It was a more dealer-orientated initiative but the likes of Will Gollop (famous for his rallycross Saabs), John Llewellyn, Andy Dawson and Gerry Marshall all tried hard, while there was the Mazda MX-5 series that ran for just a couple of years but Mazda's input was never on the same scale as other

manufacturers and it stopped after 1991. Now, MX-5 racing is booming, mainly for the recent cars, at club level, illustrating that one-make racing often works better when it is for racers not marketing departments. One that came back was the Porsche 924 Championship that ran in 1978 and then was abandoned before the late Jeff May started a championship in 1992 for the cars. Reaction was limited, Torquay hotelier Remy Bopp winning against modest opposition, but then the series boomed with Group C2 World champion Nick Adams among the drivers. Eventually, damage took its toll on the cars and the bubble burst, plus with fewer cars, values went up.

There was a plan to run a BMW M3 Championship in 1990 but was abandoned after one event at Donington that suffered a small grid, but BMW could lay claim to a successful 1979-80 campaign for its original 323i. The BMW County Championship was run by Tom Walkinshaw Racing and was for dealers from counties across the country. Drivers were found, not necessarily from the same county, and some cracking racing ensued.

Add in the Citroen 2CV, the Honda CRX, the Vauxhall Vectra and the many one-marque championships for MGs, Aston Martins, Triumphs and Jaguars for example, one-make racing has delivered motor racing for the masses for decades, whatever car takes your fancy. ■

RALLY REPORTS

SCOTTISH RALLY CHAMPIONSHIP: SNOWMAN RALLY

MARCH 5

BINNIE HOLDS HIS RESOLVE FOR GLORY

A huge crowd watched a tense fight for the Scottish Championship plaudits. By **John Fife**

Photos: West Coast Photos



Binnie overcame his nerves to win



Charge failed to claw back enough time for Armstrong

RESULTS			
Snowman Rally			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	42m00s
2	Jock Armstrong/Cameron Fair	Subaru Impreza	+19s
3	David Bogie/Kevin Rae	Mini JCW WRC	+30s
4	Freddie Milne/Patrick Walsh	Ford Fiesta R5	+40s
5	Scott Macbeth/Daniel Forsyth	Mitsubishi Lancer E9	+49s
6	Scott Beattie/Paula Swinscoe	Mitsubishi Lancer E7	+1m50s
7	Bruce McCombie/Michael Coutts	Ford Focus WRC	+1m57s
8	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+3m29s
9	Keir Beaton/Iain Thorburn	Subaru Impreza	+3m37s
10	Duncan Campbell/Michael Cruickshank	Subaru Impreza	+4m14s

Class winners: **C1:** Jacob Harlington/Oliver Harlington (VW Polo); **C2:** Martyn Erskine/Kieran Hyslop (Peugeot 206 Cup); **C3:** Allan Smith/Sam Smith (Honda Civic); **C5:** Jordan Anderson/Clare Mackenzie (Subaru Impreza); **H1:** David McLeod/Eamonn Boyle (Chrysler Sunbeam Ti); **H2:** Donald Brooker/Ewan Lees (Subaru Legacy RS); **M2:** Justin Gunning/Stuart McBride (Ford Fiesta R2); **M4:** James Brims/Iain MacDonald (Ford Escort Mk2); **M5:** Thomas Gray/Tom Howie (Ford Escort Mk2); **M6:** Beaton/Thorburn; **M7:** Binnie/Mole; **Pro2:** Peter Stewart/Harry Marchbank (Peugeot 208); **Pro4:** Bogie/Rae.



David Bogie was thwarted by a puncture on first stage

Michael Binnie and Claire Mole defied the pundits to take a back-to-back victory on the opening round of the 2022 Scottish Rally Championship.

Few would have bet against the five-time Scottish title winner David Bogie, but when the Mini JCW WRC suffered a puncture on the first stage, he and co-driver Kevin Rae were left to try and fight back. Even so, Binnie had to battle hard for his 19-second victory over Jock Armstrong and Cameron Fair in their Subaru Impreza. Bogie eventually denied Freddie Milne and Patrick Walsh (Ford Fiesta R5) a position on the podium.

Clear skies and a hard frost greeted crews as they assembled for the start, but there was no snow and little in the way of ice. In fact, perfect rallying weather with the local police already having to adjust their plans as crowd numbers were exceeding the anticipated 3000 to 5000 numbers.

Binnie was up for the fight regardless and was two seconds quicker than Milne over the opening test. Bogie appeared at the stage finish with a punctured off-side rear tyre and wheel lying at an odd angle. "I didn't see anything, I just felt the bump,"

said Bogie, but the impact had also bent a rear suspension arm leaving him to run through the second stage with the car steering from the rear as well as the front.

Binnie was fastest again on the second stage but his time was matched by the Ford Focus WRC of Bruce McCombie and Michael Coutts. Only one second behind this pair was another tie for second fastest between Milne and Armstrong. Things were seriously hotting up, but Armstrong was worried about his brakes, the fluid having boiled in the first two tests and the team set about grinding the discs and changing the pads back at service.

The third test featured a visit to the nine-mile Millbuie forest stage which comprises long straights punctuated with square lefts and rights. This was high-power territory and Bogie stormed through it a full 17s quicker than Milne who was one second up on Binnie with Armstrong a further three seconds back.

Fastest through SS4 was the Mini tornado again but only four seconds quicker than a determined Milne who reflected: "I now have more confidence in the car after last year's run of electrical problems

which seem to have been finally cured now." Of more importance was the fact that he was seven seconds quicker than Binnie which pitched him into the rally lead by five seconds with one stage to go.

Unfortunately, the stage had to be stopped. Ian Forgan's Ford Fiesta R5 struck a tree stump when it left the road and the crew required medical assistance. Early fears were allayed by the news that Forgan had suffered only a broken ankle while Ewan Lees emerged relatively unscathed.

A final tricky six-mile run through Boblainy lay ahead where earlier in the day mixed surface conditions had accounted for many offs ensuring the top two faced a difficult decision – just how hard to push... Binnie went for the all-out approach. He reported: "I pushed as hard as I could."

Despite that, Bogie and Armstrong were both quicker, just not enough. Over a minute later a tight-lipped Milne appeared. "The engine just cut out and stopped dead. No lights, no warning," he said.

Rallying can be such a cruel sport. He dropped to fourth place behind Binnie, Armstrong and Bogie.

Scott MacBeth and Daniel Forsyth were an excellent fifth in the reshelled Mitsubishi Lancer E9, which had taken a tumble on the Galloway Hills, while Scott Beattie and Paula Swinscoe were fighting for a podium finish until the Lancer E7 had to be rescued from a ditch in SS3 by the marshals. At least he got out: John Wink's Hyundai i20 R5 was stuck fast at the previous corner and had to wait for the breakdown crews incurring a stage maximum. First time out in a left-hand-drive car Donnie MacDonald finished outside the top 10.

Bruce McCombie was heading for a top-six finish until the latter two stages when the Focus's gear selection started playing up and he dropped to seventh ahead of Hugh Brunton and Drew Sturrock scoring their best forest rally finish in the Ford Fiesta R5 with eighth place as the Subarus of Keir Beaton/Iain Thorburn and Duncan Campbell/Michael Cruickshank rounded off the top 10.

"I really wasn't expecting that. I was nervous about running first car on the road, but thoroughly enjoyed it," said Binnie at the finish, adding: "It's the best way to start the season."

CLASS ROUND-UP

Harlingtons top class runners with a Polo success

The top 1450cc class runner on the Snowman Rally was the Volkswagen Polo of Jacob and Oliver Harlington, which scored the win over the Skoda Favorit of Tommy Sutherland and Ryan Renwick.

On only his second forest rally, Justin Gunning topped the 1650cc runners in his Ford Fiesta R2 with Stuart McBride ahead of first-time forest contender Robert Proudlock in his Vauxhall Adam with Steven Brown. Third in class was the Fiesta R200 of Ashleigh Morris and Martin Haggett with regular frontrunners Scott Peacock and Craig Wallace delayed by alternator problems throughout the day in their MG ZR finishing fourth. Class

favourites, Keith and Mairi Riddick were forced out with a broken MG ZR driveshaft.

Setting a mighty impressive pace in the Peugeot 208 was top two-wheel-drive crew Peter Stewart and Harry Marchbank finishing 15th overall and losing out on a possible top 10 finish when the Peugeot was outgunned by

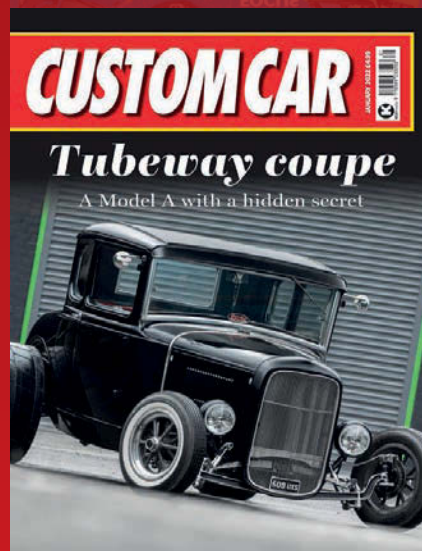


Harlington kept up the pressure for 1450cc class win

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FEATURE

MINIPOLL:

HOW TO VOTE

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- Click on 'Motorsport News'
- Find your favourite and vote

It can be a mission to go and see a rally car in full flight, but the rewards are always worthwhile. Those who have followed Rally GB in all of its guises know what delights await in the forests.

There is something stark about seeing a burst of noise, speed and energy among the greenery. And a well-driven rally car can do nothing but stun the onlookers. We are on a mission to find out which rally cars have left the biggest impression on fans. We have picked out a shortlist of our 10 favourites, which was hard enough in itself, and now we will hand the decision over to you. Simply visit the Motorsport News section on the fastcar.co.uk website to make your opinion count and check back with MN on March 31 to see the results.

We launch a search for the nation's most beloved stage performers. By Matt James

THE CONTENDERS



1 Audi Sport quattro/S1
There is no doubt that Audi changed the face of rallying by pursuing four-wheel-drive. The Group 4 Quattro's debut on the 1980 Jänner Rally in Austria might not have pointed to it, but the German firm had struck gold. The fearsome Group B era of the World Rally Championship followed, with the Ingolstadt firm introducing the A1 and A2 variants, then the short wheelbase Audi Sport quattro in 1984. The last and most spectacular version, the S1, came at the end of 1985. This outlandish machine was a last-gasp effort to beat the mid-engined Peugeot 205 Turbo 16 and Lancia Delta S4 with brute force alone: its 550 bhp 20-valve engine shrieking an unmistakably Wagnerian soundtrack. The 2.1-litre turbocharged car would reach 60mph in just over three seconds. While its life in the WRC was short-lived, it went on to find a successful home on the Pikes Peak Hillclimb, winning the event with Bobby Unser in 1986 and Walter Rohrl in 1987.

2 Ford Escort Mk2
There is nothing quite like standing in a forest with a Ford Escort Mk2 heading through the gloom with its gorgeous BDG soundtrack. It is the stuff of rallying legend, and it is the rally car that simply refuses to die out. While the Ford Escort Mk1 was introduced in 1967 and was an immediate hit on the stages, with Hannu Mikkola winning the 1970 London to Mexico World Cup Rally in an example of the rear-wheel-drive, front-engined car. That success gave

rise to a new moniker for the tuned versions of the Escort. However, when the Mk2 arrived on the scene, it proved a huge hit with its grin-a-minute handling. The Pinto engine was used while the BDE was also employed but it was the 250bhp two-litre BDG that set the pulses racing. Bjorn Waldergard won the World Rally Championship in 1979 in an RS1800 version and the car was a World beater again in 1981 when Ari Vatanen, co-driven by David Richards, claimed a famous crown.



3 Lancia Delta S4
It has twin camshafts. It was supercharged. It was also turbocharged. It was four-wheel drive. It weighed less than 900kgs. The Lancia Delta S4 was a rocket ship. The successor to the 037 was the Italians' attempt to steal the World Rally Championship at the height of the Group B era. The specially designed, F1-inspired engine was created by Abarth for the spaceframed car, and was reported to push out 550bhp.



It proved an immediate hit and the charismatic Henri Toivonen left spectators in awe with a dominant display on the car's debut on the RAC Rally, when he easily led home team-mate Markku Alen. The car did prove to have a fragile chassis (which meant the team reverted to the older 037 for the rough and tough Safari Rally). But sadly, star man Toivonen never made it that far: he was fatally injured while leading the third round of the contest in France in 1986. Alen was runner-up in the points chase but it was the swansong for Group B and for the glorious Martini-backed car.

4 Peugeot 205 T16
The initial work on the Peugeot 205 T16 began at sister firm Talbot's UK base but once the French firm had employed former co-driver Jean Todt to head up the new Peugeot Talbot Sport division, the project was moved to Paris. Money was no object and the 'Turbo seize' went on to become the most successful of all the Group B machines. The 205, in its original and E2 versions, won 16 World Rally Championship rounds between 1984 and 1986. It also delivered drivers' titles for Timo Salonen in 1985 and another for fellow Finn Juha Kankkunen in 1986. The 1775cc car weighed 890kg, and the turbocharged engine used an anti-lag system first developed by Renault for use in Formula 1. It made its debut on the Tour de Corse in May 1984, and its first victory came with Ari Vatanen on the 1000 Lakes Rally in late August. After Group B ended, the car went on to contest the Pikes Peak hillclimb and took Paris-Dakar wins in 1987 and 1988. It won six more Dakar crowns clad in both Peugeot and Citroen bodywork by 1996.



Photos: Motorsport Images, mcklein-imagedatabase.com

FAVOURITE WORLD RALLY CHAMPIONSHIP MACHINE

5 Lancia 037

Lancia was keen to embrace the forthcoming Group B era and employed Abarth, Pininfarina and Dallara to help it create one of the best-looking rally machines seen up to that point. However, Lancia hadn't seen the four-wheel-drive writing on the wall and the two-litre car was rear-motivated only. It also suffered from the typical Italian malaise of not being bolted together solidly when it first appeared on the stages in 1982. The mid-mounted supercharged

engine finally enabled Lancia to hit its stride in 1983 and Walter Rohrl and Markku Alen helped the firm to claim the constructors' honours. While the Delta S4 was on the drawing board and Audi had changed the face of World Rally Championship technology, the 037 underwent an evolution for the 1984 campaign and it was beefed up to 2.1-litres among other improvements. It only prevailed on a single rally, the Tour de Corse, in early May, although Alen's consistency meant he finished third in the drivers' contest.



6 Lancia Stratos

A Bertone-designed wedge-shaped body and a Ferrari V6 engine made the Lancia Stratos a mouth-watering prospect when it was launched in 1971. The mid-engined Stratos was already a hit on the race tracks when it was homologated for World Rally competition for the 1974 season. The 2.4-litre pocket rocket took a hat-trick of World Championship for Manufacturers titles between 1974 and 1976, when its leading exponent Sandro Munari had no

drivers' title to battle for. When honours for individuals were introduced in 1977, Munari finally got the World championship he deserved although, ironically, Fiat won the constructors' battle in that season. While parent firm Fiat was concentrating on the 131 model, the Stratos was left to its own devices but still proved to be a potent weapon in the top-flight. Its last victory on the global stage came as late as 1981, when Bernard Darniche claimed top spot on the Tour de Corse by a colossal 16 minutes.



7 MG Metro 6R4

The rage in Group B was all about small hatchbacks, and the Austin Rover Group converted what was a truly mundane road car into its cutting-edge competition weapon and it employed the skills of the Williams Grand Prix Engineering team to help it. The three-litre V6 bark of the Metro pushed out well north of 400bhp. The programme was announced in 1985 and enough models were built in time for it to be homologated for the RAC Rally during that season. British hero Tony Pond took the four-wheel-drive beast to third place in the forests. The following season was going to be a front-line attack on the Monte Carlo Rally, the Tour de Corse, Rally Sweden and Rally Portugal, but poor reliability from the motor meant its drivers rarely saw the finish ramp. When Group B was outlawed, the momentum went out of the project. The car found a new home in rallyingcross and Will Gollop raced his twin-turbo version to FIA European Rallycross glory in 1992.

8 Opel Manta 400

Much like the Lancia 037, the Group B version of the Opel Manta was staring down the barrel of the incoming four-wheel-drive revolution with its rear-motivation. However, it put up some valiant performances and a well-driven Manta – famous in the UK for the exploits of

Russell Brookes – is a sight to behold. The naturally aspirated 2.4-litre car was fitted with a Cosworth-derived engine taken straight from its predecessor, the Ascona. It was already breathless against the mid-engined competition from Lancia and Peugeot, but it was good enough to help Jimmy McRae to a podium on the RAC Rally in

1983 – although he finished fully 20 minutes behind winner Stig Blomqvist in his Audi Quattro. While its World Rally Championship glories were slim pickings, the Manta became a favourite on national events. It claimed two British Open Rally Championship titles with McRae in 1984 and Brookes in 1985.



9 Subaru Impreza WRC97

The new World Rally Car class was introduced into the World Rally Championship in 1997 and Subaru was at the leading edge of the curve with its Prodrive-produced machines. The Japanese make had introduced the Impreza model, the successor to the Legacy, in 1994 with Carlos Sainz taking its maiden win and a further two were added by his up-and-coming team-mate Colin McRae during its first full-season campaign. The new WRC97 version was McRae's weapon as he aimed to add a second World title to his 1995 success, and he came oh-so close. The Flying



Scotsman won five rallies – including the last three on the bounce – to finish just a single point behind Tommi Makinen's Mitsubishi Lancer. The two-litre turbocharged WRC97 did, however, win

the constructors' crown. An evolution for 1998 brought unreliability to the previously bomb-proof Impreza. McRae finished third in the standings: a megabucks move to Ford then seeing Richard Burns take over.

10 VW Polo R WRC

The news that Volkswagen was returning to the World Rally Championship for the first time in nearly 25 years caused a huge stir in 2013. It had been almost two years in the making before the German giant first rolled its Polo R onto the start ramp in Monte Carlo. A huge development programme took place in the build up to its debut as engineers sought to perfect the 1.6-litre turbocharged hatchback. It even ran a team of S2000-spec Skoda Fabias in the 2012 season to make sure the crew was match fit ahead of its official entry into the WRC. First time out, the Polo was beaten by Sebastien Loeb and



Citroen in the south of France, but that was just a blip. Lead VW driver Sebastien Ogier won the next three events on the bounce and went on to add six more. The VW would go on to bestride the WRC for the next

three seasons and, when the German make pulled out and the engines were switched off at the end of 2016, it had won a 43 of the 53 events that it had entered and made Ogier a four-time World champion.

PREVIEW

Photos: Kevin Money

BTRDA GETS 2022 UNDERWAY

The UK's premier loose-surface rally series begins this weekend, **Nick Garton** takes a look at what the coming season will bring



The Nicky Grist Stages will be a centrepiece

This weekend's **Malcolm Wilson Rally on the M-Sport founder's home turf in Cockermouth** marks the start of the BTRDA's crown-jewel Rally Series, bringing eight rounds of loose surface action and a huge variety of contenders in the classes.

The huge and varied class structure makes each BTRDA a positive circus for rally fans, with entrants battling it out for the prestigious BTRDA Gold Star with four-wheel-drive machinery such as current WRC2-spec R5/Rally2 equipment and potent B13-spec cars like the Mitsubishi Evo series.

The Silver Star for two-wheel-drive cars is a category where the modern machines are yet to overcome the pace and popularity of the timeless Ford Escort Mk2, prompting much sideways action, while the Bronze Star for cars up to 1400cc is a home for many Kit Cars including the Nissan Micra and Ford Puma.

Within the main framework there are also awards for the BTRDA Rally First Cup budget series, the BTRDA Historic Cup and both senior and junior R2 1600 Cups. Together with the local series which are attached to each event, the BTRDA promises to bring a wealth of colour, variety and competition to British gravel once again this season.

Round 1 Malcolm Wilson Rally – March 12

Where: Dovenby Hall, Cockermouth

Organiser: Morecambe Car Club, Kirkby Lonsdale Motor Club & West Cumbria Motorsport Club
The last time that this storied gravel event was held, in 2020, it was won by one of M-Sport's stars of the future, Adrien Fourmaux, at the wheel of a full-house Fiesta R5 Mk2 on a weekend off from his WRC2 programme.

This year a total of six stages will

test the capacity entry for the event, led by the iconic Grizedale North and Grizedale South, scene of so many national and WRC classics. For full information on the event and how to watch it go to malcolmwilson.co.uk.

Round 2 Rallynuts Stages – April 9

Where: Royal Welsh Showground, Builth Wells

Organiser: Midland Manor Motor Club

The 48th running of Rallynuts will be the first since the Covid disruption forced a brief move to the end of the year, and will prove a huge hit for competitors and spectators alike. The day-long event crams in forty-four miles of competitive action, spread over six stages in the Myherin, Sweet Lamb/Hafren and Samau forests, made famous by generations of WRC action.

Contenders in the lower engine capacity and historic classes will run at the front of the field in a reverse seeded order to ensure prime road conditions before the main field follow on in a traditional seeded format. To keep abreast of the latest entries and plan how and where to watch, visit rallynutsrally.co.uk.

Round 3 Border Counties Rally – May 14

Where: Jedburgh

Organiser: Hawick & Border Car Club and Berwick & District Motor Club

Returning to the Scottish calendar for the first time since 2020 and with a later spring date than is traditional, the Border Counties also appears on the BTRDA schedule for the first time in 30 years.

There are few areas steeped in motorsport quite like the Scottish Borders, and the route promises to be picturesque as the crews tackle stages in the Tweed Valley and Wauchope Forest. Details of what lies in store for competitors and spectators have yet to be finalised, but for all relevant information to make the most of the day, visit bordercountiesrally.co.uk.

Round 4

Kielder Forest Rally – June 18

Location: Hexham Auction Mart

Organiser: Cumberland Sporting Car Club

Yet another iconic venue for British rallying through the ages, Kielder has been the making and breaking of reputations at every level of the sport in national and World championship competition for decades.

The BTRDA runners will face six stages totalling 45 miles on a compact event that will nevertheless provide them with all the challenges that have been much missed after the forestry commission sought to keep access to the forests to a minimum during the Covid pandemic. To make plans for getting out to see the action, visit kielderforestrally.co.uk.

Round 5

Nicky Grist Stages – July 9

Where: Builth Wells

Organiser: Quinton Motor Club

Returning to its full pomp in 2022, the Nicky Grist will take over Builth Wells this summer, with the HQ being reestablished in the Strand Hall and the start and finish celebrations in picturesque Groe Park.

Last year a battle between the long-standing rivals Matt Edwards and Tom Cave brought the dusty summer event to life. The British Rally Championship will be absent this year, but the battle among the BTRDA regulars will be no less inspiring, the margin of victory being just nine seconds last year. For full spectator information please visit nickygriststages.co.uk.

Round 6

Woodpecker Rally – September 3

Where: Kinnerton, Powys

Organiser: Sixty & Worcester Motor Club

Radnor Forest – it sounds like it was created by JRR Tolkien and it is no less epic in its heritage or its position in the top-flight of British gravel rally venues. The Woodpecker Rally moved to Radnor in 2021 after the

English forests near its traditional home in Ludlow were closed to rally events by the local forestry commission.

England's loss proved to be rallying's gain as the capacity entry in 2021 attested and another strong turn-out can be anticipated in 2022. The route and spectator information are yet to be announced so keep eyes peeled on the news pages of MN and check in at woodpecker-rally.co.uk.

Round 7

Trackrod Rally Yorkshire – September 23-24

Where: Filey, North Yorkshire

Organiser: Trackrod Motor Club

The eastern-most round of the BTRDA this year will be an autumnal feast over 45 miles will also be the only overnighter for the series this season.

As has become tradition, the event will feature two key elements: Rally Yorkshire will run over nearly 60 stage miles as the HRCR and Land Rovers get in some extra action on Friday evening with one night-time stage. On Saturday, the BTRDA regulars will join in the fun as a the Trackrod Forest Stages gets underway in the Yorkshire forests. For full information please visit rallyyorkshire.co.uk.

Round 8

Cambrian Rally – October 29

Where: Llandudno

Organiser: North Wales Car Club

As in 2021, the Cambrian will bring a double dose of top-quality action as the BTRDA and the BRC both take to the classic Welsh stages, with both series in for their curtain-closing round of the year.

The Llandudno-based Cambrian celebrates its 66th running in 2022, with the classic stages of Gwydyr, Penmachno and Alwen being joined by a new six-mile asphalt test. High drama, heartbreak and celebration can be expected throughout the field, so to plan your visit stay tuned to MN and be sure to visit cambrianrally.co.uk. ■



The Rallynuts Stages returns to an April date



The Cambrian event will bring down curtain



Jedburgh stages will host Border Counties

SPORTING SCENE REPORTS

Photos: mkpics.net, Ben Lawrence

NATIONAL HOT RODS: IPSWICH BY GRAHAM BROWN

MARCH 5



Billy Wood (305) pounced in the final for another victory

POINTS LEADER WOOD GETS HIS MOJO BACK ON TRACK

Despite finishing no higher than fourth in the heats, Billy Wood did enough for the second row of the final grid. That was a position he turned into the win once he'd got the best of a dice with Gordon Alexander. Alexander had earlier taken one of the heats, while Terry Hunn lifted the other.

Although the heavy rain had finally petered out by the start of practice the track was still very wet until the commencement of the second heat. Poleman Karl Baker made the most of it to take an immediate lead in the opening race with Barry Limer chasing

him once he'd by-passed Brett Collison. Limer looked quite at home in the dicey conditions. He caught and passed Baker as they exited Turn 4 and might well have led all the way but for a caution thrown when Lance Bowen spun to a stop on the kerbs.

With the field now closed right up, Alexander in third spot definitely looked the danger man. He made fairly short work of Baker and finally overhauled the leader going down the back straight five laps from home.

A drier line had appeared by heat two. Collison got away first this time but swiftly lost out to Joey Palmer, Palmer's new

Fiesta having been perfectly repaired after his practice night shunt. But Palmer was also going to be denied what had looked an almost certain win (he was nearly half a lap up at the time) when the yellow flags got another airing for Shaun Taylor, whose spin had involved several other cars. One such was Rob McDonald, the impact putting the World champion on the infield.

It was Fiesta vs Fiesta for the restart, with second man Terry Hunn able to get the jump on Palmer and then clear off for the win. A last-minute scramble for the places finally put Chris Aldridge over the line in second

just ahead of Carl Waller-Barrett and Chris Haird.

With some decent results expected from Aldridge this year it wasn't that much of a surprise that he'd wound up on pole for the final. But, with the merest suspicion that he was forced to hold back slightly by the pace car, it was outside front row man Alexander who just led the charge into Turn 1. Aldridge fended off Wood's attack for a few laps but eventually the 2018 World champ was able to duck under him. Piling the pressure on Alexander, Wood was then rewarded with the lead at Turn 2, although Alexander, Haird and

Waller-Barrett became glued to the leader's bumper for a long time, suggesting that maybe he was still beatable. That impression was immediately dispelled when they encountered a knot of backmarkers, Wood suddenly creating about a four-car gap and then continuing to inch away. Despite their best efforts (and swapping places) Waller-Barrett and Haird could not dislodge Alexander who took a sterling runner-up spot. All of which enabled Wood to leave the meeting as he entered it – leading the points – and now with double the margin. That's still only 10 points though...

Results
Organiser: Spedeworth **When:** March 5 **Where:** Foxhall International Raceway, Ipswich **Starters:** 29
Heat one: 1 Gordon Alexander (Vauxhall Tigra); 2 Barry Limer (Vauxhall Tigra); 3 Chris Aldridge (Vauxhall Tigra); 4 Billy Wood (Vauxhall Tigra); 5 Jack Blood (Vauxhall Tigra); 6 Karl Baker (Vauxhall Tigra); 7 Paul Trimmer (Peugeot 206).
Heat two: 1 Terry Hunn (Ford Fiesta); 2 Aldridge; 3 Carl Waller-Barrett (Vauxhall Tigra); 4 Chris Haird (Vauxhall Tigra); 5 Dick Hillard (Vauxhall Tigra); 6 Alexander; 7 Trimmer; 8 Gavin Murray (Vauxhall Tigra).
Final: 1 Wood; 2 Alexander; 3 Waller-Barrett; 4 Haird; 5 Rob McDonald (Vauxhall Tigra); 6 Jason Kew (Ginetta G40R); 7 Murray; 8 John Sibbald (Vauxhall Tigra); 9 Perry Cooke (Vauxhall Tigra); 10 Aaron Dew (Ginetta G40R). **Points:** 1 Wood 280; 2 Waller-Barrett 270; 3 Alexander 237; 4 Cooke 233; 5 Paul Wright 227; 6 Haird 225.

TOUR OF CHESHIRE: HRCR BY PAUL LAWRENCE

MARCH 5

VOLVO MAN WILLAN EDGES A TOUGH CHESHIRE BATTLE

The Motorsport News Historic Rally Car Register Clubmans Championship started in fine style on a superbly competitive Tour of Cheshire on Saturday.

The first round of the championship for daylight historic rallies ended with just 17 seconds covering the top four crews as Dan Willan and Niall Frost repeated their September 2021 victory on the excellent event from Knutsford and District Motor Club. For Willan, it was a second win in six months on the event, while co-driver Frost completed a hat-trick having won in 2020 with Nick Bloxham.

A capacity field of 75 crews took to the lanes of Cheshire and North Shropshire for a day of 10 regularity sections and 10 special tests and it was Willan and Frost who emerged victorious after throwing their venerable Volvo PV544 around the special tests. However, Paul Crosby had reason to be disappointed at the end of the day as two stop astride penalties in the final four tests at

Oulton Park cost him and co-driver Ali Proctor 20s of penalties for their Porsche 911. Without that, they would have won by nine seconds.

Firmly in touch in third were Matt Warren and Ryan Pickering in their Porsche 911 while completing the leading quintet was the Mercedes-Benz 280SL of Ian Crammond and Matthew Vokes.

It was a day of tough competition in early spring sunshine on an event that once more received widespread acclaim from competitors. Ultimately, it was Willan who started the defence of his 2021 crown with a tremendous performance.

"Our big drama was last night when it took half an hour to get the car started after scrutineering," admitted Willan, which made things rather anxious first thing on Saturday morning. Thankfully, the 1962 Volvo fired up and ran cleanly all day. "We had a scare on the last regularity when we overshot and

took a wrong slot. But we still didn't drop any time," said a relieved Willan. "It's been a really good event and Oulton Park was a lot of fun."

At the race track, four special tests ran on the low-grip rally school stage, while earlier tests had included the Rednall kart track and Market Drayton cattle market.

Crosby and Proctor were left to rue the two 10s of penalties. "We had a good day with no real dramas, but we dropped points on the line faults," said Crosby. Warren and Pickering were just two seconds down on Crosby in a battle of the 911s with Warren dropping time on the opening regularity after a problem with the trip meter.

Crammond was only four seconds adrift of the Porsche battle in the Mercedes that has served him for more than 100 rallies in 20 years. "We had a very smooth day. All the scores were good and it was very good fun," said Crammond. Half a minute back in fifth were father and

daughter, Darell and Nicky Staniforth in their Mini Cooper, while rounding out the top six were Lee Powley and Brian Goff in their Toyota Corolla, on the car's first event in more than a decade. Powley was one of the most spectacular and effective performers on the special tests.

Results
Tour of Cheshire
Organiser: Knutsford and District Motor Club **When:** March 5 **Where:** Cheshire and North Shropshire **Starters:** 75.
1 Dan Willan/Niall Frost (Volvo PV544) 9m15s; 2 Paul Crosby/Ali Proctor (Porsche 911) +11s; 3 Matt Warren/Ryan Pickering (Porsche 911) +13s; 4 Ian Crammond/Matthew Vokes (Mercedes 280SL) +17s; 5 Darell Staniforth/Nicky Staniforth (Mini Cooper S) +48s; 6 Leigh Powley/Brian Goff (Toyota Corolla) +52s; 7 John Haygarth/John Youd (Opel Kadett) +58s; 8 Elliott Dale/Charlotte Ryall (Ford Escort Mk1) +1m05s; 9 James Griffiths/James Howell (Austin Mini 1275GT) +1m08s; 10 John Abel/Amy Henchoz (Ford Escort Mk1) +1m16s. **Class winners:** David Crooks/Richard Lumb (Vauxhall Astra); Phil Cheek/Chris Rhodes (Hillman Avenger); David Foster/Peter Blackett (Mini 1275GT); David Clarke/John Clarke (MGB); Dale/Ryall; Mark Goodwin/Anthony Davies (Triumph TR7); David Alcock/Baz Green (Porsche 924S); Willan/Frost; Crosby/Proctor; Powley/Goff.



Dan Willan and Niall Frost topped a tough HRCR fight



What might have been: Paul Crosby was hit by penalties

IRISH RALLYCROSS: MONDELLO PARK BY HAL RIDGE

MARCH 6

TOHILL CONTINUES HIS DOMINANT MARCH AMID IRISH RALLYCROSS BATTLERS

Derek Tohill continued his dominant form in the Irish Rallycross Championship on an unseasonably dry and sunny early-March day at Mondello Park.

The reigning British and Irish Rallycross champion claimed a clean sweep in the second round of the Irish RX series,

setting the fastest time in each of the qualifying heats, before leading the Supercar final and Superfinal throughout.

On his second start in a Mitsubishi Mirage Supercar, Paul Nolan qualified second for the Supercar final, but it was Declan Kelly, driving a OlsbergsMSE-built Ford

Fiesta, who finished second in the Supercar encounter behind the similar car of Tohill.

When Nolan jumped the Superfinal start lights and was put to the back of the grid for the restart, Kelly was left unchallenged to finish second behind Tohill in the Superfinal.

The battle on track was for

third, as Modified final winner Peter McGarry ran behind the leading duo throughout in his rear-wheel-drive Volvo C30, fending off pressure from Subaru Impreza Supercar runner Andrew Morris to secure the final podium position. Nolan climbed to fifth, while Opel Corsa

racer Wille Coyne, who had pushed McGarry hard in the Modified category, finished sixth in the Superfinal, just in front of Vauxhall Nova-driving brother Michael.

Results
Irish Rallycross Championship
Organiser: Mondello Park Sports Club **When:** March 6 **Where:** Mondello Park,

County Kildare **Starters:** 78
Super Final: 1 Derek Tohill (Ford Fiesta) 3m47.095s; 2 Declan Kelly (Ford Fiesta) +6.082s; 3 Peter McGarry (Volvo C30) +15.051s; 4 Andrew Morris (Subaru Impreza); 5 Paul Nolan (Mitsubishi Mirage); 6 Willie Coyne (Opel Corsa); **Supercar:** Tohill; **Modified:** McGarry; **Junior:** Joshua Power (Peugeot 106); **Buggy:** Conor Shaw (Casmab); **Open Clubman:** Jason McConnon (BMW Mini); **Rally Car:** Shane Mulligan (Peugeot 206); **Autocross:** Ian Barrett (Speedcar Buggy)

COLUMNIST

DAN ROWBOTTOM



Photos: Jakib Ebrey

Team Dynamics BTCC driver tells us how the off-season is crucial for the year ahead

The off-season is where the hard yards for the season ahead are put in. From the moment I switched off my Halfords Racing with Cataclean Honda Civic Type R at Brands Hatch in late October after the final round of the British Touring Car Championship in 2021, all thoughts turn to the next campaign.

The contact with the team over the winter is crucial and I, in truth, I probably bother the boys at base too much. I am very fortunate because Team Dynamics, which runs the cars, is only eight miles from my workshop so I pop in all the time. Last week I was there four out of the five weekdays.

I try not to annoy them but there are a number of reasons why it is important. I will chat with the lads in the race shop and try to keep everyone's spirits up – that is particularly important on 'doughnut Friday', where I bring the goodies – and is a great way to build relationships with everyone there. Other times, my engineer Tom Hunt and I will go through set-ups and try to unpick things that we weren't happy with in 2021. We will look at data from previous meetings and we look at the onboard footage. It means that when we go to each race meeting in 2022, we will have a plan and we will be able to start on the front foot.

Things were very good last year, don't get me wrong, but it was my first year with the team and in a frontrunning car. Now we have had a year together, I want to cement the fact that I have my faith in them and I trust them.

At the end of any given race weekend, I will put together a report on the car and how the weekend went. That can be a great point of reference for me when I look back with Tom. My team-mate 'Flash' Gordon Shedden does a report too and we will compare notes. It is interesting because sometimes we will have different set-ups and, sometimes, we have the same – but on the odd occasion that we have



Rowbottom wants to be even more prepared for 2022

the same set-up, Flash and I are feeling different things from the car. We can both learn from that process. We cover a lot more ground by doing that.

We have also looked at the hybrid systems that are coming into the British Touring Car Championship season with a push-to-pass system from Cosworth Electronics. We have looked at how it is going to work and the different scenarios that we will have to take into account and the base weight of all the cars are going to be higher. That is probably going to be quite good for us because the Honda FK8

carried its success ballast well in 2021. There are some cars on that grid that have not even had to carry success ballast before. It is also going to have an impact on how you use the tyres, so there is a lot more to think about across the duration of the race – but that will be the same for everyone, whereas before it was only really the heavier cars in the top five that were affected.

The BTCC grid is filling up nicely, but I haven't really been looking over my shoulder to see who is going where. Obviously, it is important to note Dan Cammish and Ash Sutton in the Motorbase Ford Focus cars – they will be strong – but I am not worried about it. I know we have a great squad at Team Dynamics, and I have got arguably one of the quickest guys I am ever going to race with alongside me in Gordon Shedden. So as long as I hang on to Flash's coattails and we perform like we know we can, we should be at the front of the grid no matter who else is out there in the line-up.

It is the wrong attitude to worry about the others when I know that I have the best team of guys around me and the best car. I know that if we are having a bad day, we will fix it. That means I am approaching the season from a place of great confidence. I just can't wait for it to start on April 23-24 at Donington Park.



Keeping team morale up: doughnuts help...



The green light for 2022 is only six weeks away

"There will be a lot more to think about in the BTCC this season"

WHAT'S ON

YOUTUBE



John Surtees conquered Spa

Today (Thursday) is a sad one, as it is five years to the day since the passing of John Surtees. And even with his ubiquitous 'only World champion on two wheels and four' tag, the great man is likely underappreciated.

Peter Windsor however has two YouTube videos seeking to redress the balance, both offering rich insight into Surtees' talent and character. In the first Windsor talks at length with the man himself about Surtees' triumph in 1966's Belgian

Grand Prix, done at the most challenging of circuits – the original Spa – and in the most challenging of conditions. This is at: youtube.com/watch?v=uR9QEFHu_Vw, or from searching: 'Surtees - F1's Master Remastered'.

While in the 'F1's greatest races: epic John Surtees By Peter Windsor' video, at: youtube.com/watch?v=pw-_mh39BS8, Windsor focuses on Surtees' spell with Honda. During the 1966 season Surtees left Ferrari amid

acrimony, and the following year with the Japanese giant he triumphed dramatically at Ferrari's home round at Monza.

However, as the video outlines, while his time seeking to get Honda to a winning Formula 1 pitch was extraordinary it was also frustrated and, in time, tragic. The video also has fascinating footage of Suzuka, Honda's test track, long before it was an F1 World championship venue.

Graham Keilloh

WHAT'S ON

RALLYING SATURDAY

■ **Malcolm Wilson Rally, Cumbria**
Morecambe, Kirkby Lonsdale and West Cumbria Clubs (spectators admitted)
malcolmwilson.co.uk

SATURDAY

■ **Bishops Court Stages, Northern Ireland**
Ballynahinch and DMC (spectators admitted)
badmc.co.uk

SUNDAY

■ **Donington Park Rally**
Dukeries Car Club

(spectators admitted)
doningtonrally.co.uk

RACING

■ **Saturday-Sunday Silverstone GP, Northants**
BARC meeting: British Endurance, Praga Cup, Britcar Trophy, Snetterton Saloons/Z Cars, Karts Starts Saturday, racing from 1120hrs (qualifying from 0900hrs) Sunday, racing from 1055hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk

TV GUIDE

Formula 1's second and final pre-season test gets going today (Thursday), in Bahrain, and this time it's televised. Ted Kravitz reviews each day in his daily Notebook broadcasts on Sky Sports F1. On each of the three test days these are on at 1900hrs-1930hrs, and repeated later on that day.

And with it we have the welcome return of F1 Classic Races. It starts this evening with Ayrton Senna's hard-won 1991 home win, at 2000hrs-2100hrs, while tomorrow at 2000hrs-2045hrs it's a dramatic home triumph for Nigel Mansell at Silverstone in 1987.

Then at the same time on Saturday it's Monaco 1993.

BT Sport 2 has highlights of last weekend's opening two rounds of the Australian Supercars season, with the two Sydney races shown on Monday at 1600hrs-1700hrs and 1700hrs-1800hrs.

Freemove on Saturday has more Asian Le Mans Series action at 1100hrs-1200hrs, with the second Dubai race from last month. Eurosport 2 offers an opportunity to catch the recent Extreme E season opener from Saudi Arabia on Saturday at 1100hrs-1205hrs.

Graham Keilloh

LIVE TV

FORMULA 1 TESTING BAHRAIN

Day 1:
Thursday, 0650hrs-1110hrs, 1150hrs-1510hrs, Sky Sports F1, Sky Sports Main Event, Sky Sports Mix
Day 2: Friday, 0650hrs-1110hrs, 1150hrs-1510hrs, Sky Sports F1, Sky Sports Main

Event, Sky Sports Mix
Day 3:
Saturday, 0650hrs-1110hrs, Sky Sports F1, Sky Sports Main Event, 1150hrs-1510hrs, Sky Sports F1

NASCAR PHOENIX

Race: Sunday, 1900hrs-0000hrs, Premier Sports 1



There was much drama for Nigel Mansell at Silverstone '87

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Donington Park testing in superb weather for Rich Cranston

ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



East Riding, by Richard Salisbury



Chris Collier on Rally Sweden



More rally woe from Chris Collier



Clive Green snapped on the hills

NEXT EDITION



OUT THURSDAY, MARCH 17

WE LOOK BACK ON F1 CRAZIEST SEASON EVER!



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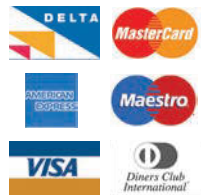
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BMW 850



1991, 43950 miles, Auction. BMW / 850 I Auto / Coupe / Red / Petrol / Auto / 4988cc / 43950 miles. 4 previous keepers, current since 2014. 7 service stamps up to 43,500 miles in May 2019. More photos on the Hobbs Parker website. To bid online please create an account on the Hobbs Parker website to be able to use the online bidding platform. Loads more high quality photos on the Hobbs Parker website. Please call 01233506266, South East. (T) 113036

LOTUS ELAN



1972, £39,995. S4 SE. in Sprint colours. Registered 17.05.1972. 5 previous owners. 150 bhp Vegantune Engine, Dellorto carbs, Electronic Ign, Galvanised uprated chassis, Nickel plated tube steel front suspension arms, Servo Brakes, Aeroquip brake hoses, 14" Leather covered steering wheel etc Recent work includes 4 brand new tyres, full polybush kit. Please call 01636 812700, East Midlands. (T) 112970

MARCOS COUPE



1983, 1000 miles, £7,000. One previous owner, in primer, original 1970s interior in black, 1970s instruments, Wolfrace wheels. All parts to finish minus engine and box. Please call 07742 522371, South West. 112840

MG TD



1953, 999 miles, £14,500. 1953 MGTD Special. Fast road or competition T Type Special, rebuilt from the chassis up 15 years ago. A regular competitor in the MGCC Speed Championship. Past Southern Series winner with several class records. Lowered and lightened polished alloy bodied car with fully gas flowed and balanced 1500cc engine, close ratio gearbox, LSD, Avon CR6ZZ. Spares available. Please call 07531709151, East of England. 112884

MG METRO



1987, 24000 miles, £9,500. MG Metro 1300. Huge service history. 5 Owners. Light restoration a few years back, this car is almost as new surely not many left like this – a time warp of a car. Come and have a look! Several pictures and info available. Please call 07718898099, South West. 112953

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1970, £65,000. Moss Box Race car. Rover V8. New HTP papers. FIA specification. Totally rebuilt by Bruce Stapleton, well known racer and retired Morgan dealer, to an exceptional standard in the early 2000's. Please call 01189 831200, South East. (T) 112806

MORGAN 4/4



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MORGAN PLUS 8



1986, £32,500. Plus 8 Race Car. Built to Class B (now J) Morgan Challenge Regulations. This well known, reliable car has been driven by Andy Green for the last 20 years in over 200 races. She is a front running car with many class wins, lap records and twice Class B Championship winner. Last raced at VSCC Spring Start 2019 Silverstone Nat (class record) lap time 1-04-78. Spa Summer Classic 2015 lap time 2-53 Class B winner. Completely rebuilt on new chassis in 2010. Please call 01189 831200, South East. (T) 112809

PORSCHE 911



1996, 18700 miles, £125,000. Porsche 911 Carrera (993) 1996 road/race car, N reg., 3.6 lt twin turbo, 6 speed gearbox, turbos recently rebuilt and fuel lines replaced. Engine 500 bhp (approx.) Brembo race brakes (road units also supplied). Gt 2 wide body kit fitted with 8x10x18" BBS alloys. Welded custom cage, fire eater system, air jack system (as per Brit car). Variety of race springs available. Competed in AEMC and ASEMC sprint championships and DOMC North Sports Saloon Championship and recently on display at the Porsche Colchester showroom. Please call 07897602113, East of England. 112858

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